

November 2021

2021 Annual Report

Implementation Status of

Proposition 400



CONTENTS

SUMMARY OF FINDINGS AND ISSUES	4
MAG Regional Transportation Plan	4
Half-Cent Sales Tax and Other Transportation Revenues	4
Freeway/Highway Life Cycle Program	5
Arterial Street Life Cycle Program	5
Transit Life Cycle Program	6
1.0 INTRODUCTION	7
1.1 Annual Report Background and Purpose	7
1.2 Prop 400 Legislation	7
1.3 Establishment to Transportation Policy Committee	7
1.4 Major Amendment Process	7
1.5 Roles and Responsibilities	10
1.6 Clarifications Regarding Data, Terminology and Other Methodological Factors	11
1.7 Working Toward Achieving Regional Goals	12
2.0 REGIONAL TRANSPORTATION PLAN	13
2.1 2003 RTP and Prop 400 History	13
2.2 2020 RTP Update	14
2.3 Priority Criteria	15
2.4 Establishment of a Complete Transportation System for the Region	16
2.5 Regional Transportation Plan Changes and Outlook	17
3.0 HALF-CENT SALES TAX AND OTHER REGIONAL REVENUES	19
3.1 Half-Cent Sales Tax (Maricopa County Transportation Excise Tax)	19
3.2 Arizona Department of Transportation Funds	21
3.3 MAG Area Federal Transportation Funds	21
3.4 Regional Revenues Summary	24

4.0 FREEWAY LIFECYCLE PROGRAM	25
4.1 Status of Freeway Program	26
4.2 Freeway Program Funding and Costs	26
4.3 Freeway Program Outlook	37
5.0 ARTERIAL LIFE CYCLE PROGRAM	38
5.1 Program Components	38
5.2 The Arterial Program Over the Past Fiscal Year	38
5.3 Arterial Program Reimbursements and Fiscal Status	46
5.4 Arterial Street Program Outlook	47
6.0 TRANSIT LIFE CYCLE PROGRAM	48
6.1 Transit Program Over the Last Fiscal Year	48
6.2 Summary of Transit Program Funding and Costs	49
6.3 Transit Program Outlook	49

APPENDIX CONTENTS

GENERAL APPENDIX - GLOSSARY AND ACRONYMS	G-1
APPENDIX A - FREEWAY/HIGHWAY LIFE CYCLE PROGRAM	A-1
FLCP Corridor Maps and Descriptions	A-2
Table A-1: Expenditures and Future Costs Table	A-22
APPENDIX B - ARTERIAL LIFE CYCLE PROGRAM	B-1
Arterial Capacity/Intersection Improvements	B-2
ALCP Quadrant Maps	B-4
Figure B-1: Northeast Quadrant	B-4
Figure B-2: Northwest Quadrant	B-5
Figure B-3: Southeast Quadrant	B-6
Figure B-4: Southwest Quadrant	B-7
Table B-1: Regional Reimbursements and Total Expenditures	B-8
Table B-2: ITS Reimbursement	B-30
APPENDIX C - TRANSIT LIFE CYCLE PROGRAM	C-1
Table C-1: Transit Life Cycle Program - Bus Operations: Bus Rapid Transit/Express	C-2
Table C-2: Transit Life Cycle Program - Bus Operations: Regional Grid	C-4
Bus Operations: Other	C-6
Table C-3: Transit Life Cycle Program - Bus Operations: Others	C-7
Table C-4: Transit Life Cycle Program - Bus Capital: Facilities	C-8
Table C-5: Transit Life Cycle Program - Bus Capital: Fleet	C-9
Table C-6: Transit Life Cycle Program - Light Rail Transit/High Capacity Transit: Support Infrastructure ..	C-10
Table C-7: Transit Life Cycle Program - Light Rail Transit/High Capacity Transit: Route Extensions	C-11
Table C-8: Transit Life Cycle Program - Bus Rapid Transit/Express	C-12
Table C-9: Transit Life Cycle Program - Regional Grid	C-13
APPENDIX D - SOURCE LIST	D-1

SUMMARY OF FINDINGS AND ISSUES

The 2021 Annual Report on the implementation status of Proposition 400 (Prop 400) has been prepared by the Maricopa Association of Governments (MAG) in response to Arizona Revised Statute (A.R.S) § 28-6354. This statute requires MAG to annually issue a report on the status of projects funded by the half-cent sales tax for transportation through Prop 400, addressing project construction status, project financing, changes to the MAG Regional Transportation Plan (RTP) and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. The key findings and issues from this 2021 Annual Report are summarized below.

MAG Regional Transportation Plan

The MAG RTP provides the blueprint for the implementation of Prop 400. By Arizona State law, the revenues from the Prop 400 half-cent sales tax for transportation must be used on projects and programs identified in the RTP. The RTP identifies specific projects and revenue allocations by transportation mode, including freeways and other routes on the State Highway System, major arterial streets and public transportation systems.

Transportation Improvement Program Amendments.

The Transportation Improvement Program (TIP) is an element of the RTP, describing in detail the projects and funding covering at least the first four years of the RTP. Any amendments to the TIP represent corresponding changes to the RTP. During FY 2021, amendments to the MAG TIP were made by the MAG Regional Council at ten of its meetings. One additional amendment was processed administratively. Details of these actions may be accessed on the MAG website at <http://www.azmag.gov/TIP>.

2040 Regional Transportation Plan Update.

On February 26, 2020, the MAG Regional Council approved the 2040 MAG RTP Update. The update largely continues the policies, priorities and projects contained in previous plans. It also encompasses the expanded MAG metropolitan planning area, though the new areas in the planning area do not participate in the Life Cycle Programs. On December 1, 2021, the MAG Regional Council will consider the MOMENTUM 2050 RTP for approval. This RTP is the result of a two year planning process and will serve as the basis for the extension of Proposition 400.

Half-Cent Sales Tax and Other Transportation Revenues

The half-cent sales tax for transportation approved through Prop 400 is a key funding source for the MAG RTP, representing nearly half the regional revenues for the Plan. In addition, there are other RTP funding sources, which are primarily from state and federal agencies.

FY 2021 receipts from the Prop 400 half-cent sales tax were 13.9 percent higher than receipts in FY 2020.

The receipts from the Prop 400 half-cent sales tax in FY 2021 totaled approximately \$557.5 million, an increase of \$67.9 million over the total of \$489.6 million in FY 2020. This represents the eleventh consecutive year of higher revenues since FY 2010.

Forecasts of Prop 400 half-cent revenues are 3.4 percent lower for FY 2022–FY 2026, compared to the 2020 Annual Report estimate.

Future half-cent revenues for the period FY 2022–FY 2026 are currently forecasted to total \$2.7 billion. This amount is \$94.9 million, lower than the forecast for the same period presented in the 2020 Annual Report. This decrease is due to the anticipated impacts of the coronavirus pandemic.

Forecasts of total Arizona Department of Transportation funds dedicated to the MAG area for FY 2022–FY 2026 are 12.5 percent higher than the 2020 Annual Report estimate.

The forecast for Arizona Department of Transportation (ADOT) funds for FY 2022–FY 2026 totals \$1.9 billion, which is \$215.4 million higher than the 2020 Annual Report forecast.

Forecasts of total MAG federal transportation funds for FY 2022–FY 2026 are 13.3 percent higher than the 2020 Annual Report estimate.

Total MAG federal funding for the period FY 2022–FY 2026 is forecasted to total \$1.3 billion. This is an increase of approximately \$151 million from the amount forecasted for the same period in the 2020 Annual Report. It should be noted that additional federal funds are received in the MAG region and applied to other transportation program areas, which are not covered by this report.

Federal transportation funding under the FAST Act.

On December 4, 2015, President Obama signed legislation known as the Fixing America's Surface Transportation Act (FAST Act). The MAG area federal transportation funding forecasts included in the 2021 Annual Report correspond to the programs as structured in the FAST Act. The FAST Act was extended in October 2020 to run through September 2021.

Freeway Life Cycle Program

The Freeway Life Cycle Program (FLCP) extends through FY 2026 and is maintained by ADOT to implement freeway/highway projects listed in the MAG RTP. The program utilizes funding from the Prop 400 half-cent sales tax, as well as funding from state and federal revenue sources.

A number of major freeway/highway construction projects were completed, underway, or advertised for bid during FY 2021.

- ◆ I-10 Papago: Fairway Drive Traffic Interchange (Completed)
- ◆ I-17 Black Canyon: Happy Valley Road/Pinnacle Peak Road (Completed)
- ◆ SR 101/Price: Baseline Road to SR 202L/Santan (Completed)
- ◆ I-10 Maricopa: I-17/Black Canyon Split to SR 202L/Santan (Underway)
- ◆ I-10 Papago: SR 85 to Verrado Way (Underway)
- ◆ I-17 Black Canyon, Central Avenue Bridge (Underway)
- ◆ I-17/Black Canyon: Peoria Avenue to Greenway Road (Underway)
- ◆ SR 24/Gateway: Ellsworth Road to Meridian Road (Underway)
- ◆ SR 30/Tres Rios: SR 303L/Estrella to SR 202L/South Mountain, Phase 1 ROW Acquisition (Underway)
- ◆ SR 101L/Pima: I-17/Black Canyon to Pima Road (Underway)
- ◆ SR 202L/Santan Lindsay Road (Underway)
- ◆ SR 303L/Estrella: Happy Valley Road to Lake Pleasant Parkway (Underway)

Freeway Life Cycle Program financial status.

State statutes require that estimated costs do not exceed the amount of forecasted program revenues. Each year, the program goes through an update process to reflect new revenue forecasts, updated cost estimates, and schedule changes. The forecast of federal funds is generated using growth rates specified in the federal Fixing America's Surface Transportation (FAST) Act, which runs through the end of Federal Fiscal

Year (FFY) 2021, and historical averages to extend it through the end of the program. The forecast of federal funds for the remainder of the FLCP has remained largely the same. Forecasts for the other funding sources, RARF and HURF, have also been updated using econometric models comprised of independent variables populated using a Risk Analysis Process (RAP) developed with a panel of economists. Additionally, project costs are updated to reflect the most recent labor and material estimates and inflated using a Construction Cost Index developed by ADOT on an annual basis.

Prior to finalization of the annual update, MAG and ADOT coordinate to perform a formal cash flow analysis using updated forecasts and inflated (YOE) estimates to ensure the updates falls within fiscal constraint guidelines. Prior cash flow revenues are also updated to reflect actual RARF and HURF collections, FY 2021 revenues for both were slightly higher than what had been forecasted. The FY 2022 FLCP shows positive year-over-year fund balance through FY 2026; the ending program fund balance is \$372 million.

On June 23, 2021, the MAG Regional Council approved the fiscally-balanced FY 2022 FLCP.

Arterial Street Life Cycle Program

The Arterial Street Life Cycle Program (ALCP) extends through FY 2026 and is maintained by MAG to implement arterial street projects in the MAG RTP. The ALCP receives significant funding both from the Prop 400 half-cent sales tax and federal highway programs, as well as a local match component. Although MAG is charged with the responsibility of administering the overall program, the actual construction of projects is accomplished by local government agencies. MAG distributes the regional share of the funding on a reimbursement basis.

ALCP Project Expenses Reimbursement.

During FY 2021, nearly \$67.9 million in ALCP project expenses were reimbursed or obligated to implementing agencies. This included reimbursements to nine individual agencies. Since the beginning of the program, \$1.03 billion has been disbursed and 89 projects have been completed.

Continuing progress on projects in the Arterial Street Life Cycle Program has been maintained.

During FY 2021, project overview reports were prepared by the lead agencies for five projects in the ALCP. Since the inception of the program, 124 project overviews have been submitted to MAG. A total of eight project agreements were executed in FY 2021. Nine jurisdictions received reimbursements or obligations for project work during FY 2021. Lead agencies deferred approximately \$13 million in federal aid.

Transit Life Cycle Program

The Transit Life Cycle Program (TLCP) is maintained by the Regional Public Transportation Authority (RPTA)/Valley Metro and implements transit projects identified in the MAG RTP. The RPTA maintains responsibility for administering half-cent sales tax revenues deposited in the Public Transportation Fund for use on transit projects, including light rail transit (LRT) projects. Although Valley Metro maintains responsibility for the distribution of half-cent sales tax funds for light rail projects, the nonprofit corporation of Valley Metro Rail, Inc. (VMR), was created to oversee the design, construction and operation of the light rail starter segment, as well as future corridor extensions planned for the system.

Service improvements and routes funded during FY 2021.

- ◆ Due to the ongoing coronavirus pandemic, no new routes were implemented in FY 2021

Estimated future costs for the Transit Life Cycle Program are in balance with project future funds for the period of FY 2022 through FY 2026.

Estimated future costs for the period of FY 2022–FY 2026 are in balance with project future funds available with a remainder of approximately \$79 million (2021\$). Valley Metro/RPTA continually works with its members to find the optimal mix of local, regional and federal funds for the projects in the TLCP. The life cycle process requires a balance to be maintained through effective financing and cash flow management, value engineering of projects and program adjustments as necessary.

Federal discretionary funding for transit continues to be an important issue.

A significant portion of the funding for the light rail/high capacity

(LRT/HCT) transit system is awarded by the U.S. Department of Transportation through the discretionary “New Starts Program”. The MAG area is subject to a highly-competitive process with other regions for this federal funding, resulting in uncertain timing and amounts of New Starts monies over the long term. Therefore, prospective New Starts awards require careful monitoring. Beyond the New Starts program for the LRT/HCT system, other revenues from the Federal Transit Administration (FTA) are a key source of funding for the bus capital program. Moreover, the FAST-Act retained significant changes to the federal transit funding programs from the last act, Moving Ahead for Progress in the 21st Century (MAP-21). Some of those changes included the elimination of several discretionary programs in favor of formula based programs. This allows a more predictable stream of federal revenues for planning purposes.

Coronavirus Response and Relief Supplemental Appropriations (CRRSAA) Act and American Rescue Plan (ARP) Act

On December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) was signed into law; the act included \$14 billion in Federal Transit Administration (FTA) relief funds to help support the transit industry. Funding is provided at a 100-percent federal share with no local match required. MAG Regional Council approved the allocation methodology for local operators in February 2021. RPTA is receiving approximately \$19.8 million for bus, demand service and vanpool operations. VMR is allocated approximately \$20.5 million. This VMR allocation reduces the regional and local commitments for operations.

On March 11, 2021, the American Rescue Plan Act of 2021 (ARP) was signed into law; the act included an additional \$30.5 billion in Federal Transit Administration (FTA) relief funds to help support the transit industry. Funding is provided at a 100-percent federal share with no local match required. In May 2021, MAG Regional Council approved the allocations for local operators, which is consistent with the allocations used for CRRSAA. RPTA is receiving approximately \$48.4 million for bus, demand service and vanpool operations. VMR is allocated approximately \$50.2 million. This VMR allocation reduces the regional and local commitments for operations.

1.0 INTRODUCTION

This report covers progress on transportation projects implemented under Proposition 400 (Prop 400), through fiscal year (FY) 2021. The report also addresses the future outlook for the Prop 400 program through the expiration of the tax.

Prop 400 was passed by the voters of Maricopa County on November 2, 2004, authorizing a 20-year extension of a dedicated half-cent sales tax for transportation projects in Maricopa County. The extension was initiated on January 1, 2006, and will be effective through December 31, 2025.



1.1 Annual Report Background and Purpose

Arizona state statutes mandate that an annual report be prepared through the life of the Prop 400 funding horizon to document the status of major transportation projects within the region, how projects are financed, changes to the Maricopa Association of Governments (MAG) Regional Transportation Plan (RTP) and criteria used to develop priorities.

All projects for the major transportation modes (freeways/highways, arterial streets, public transit), as defined in the RTP, are included in this report regardless of if they receive half cent sales tax funding or not. This ensures that progress on the entire RTP is monitored and trends for all revenue sources are tracked.

1.2 Prop 400 Legislation

Prop 400 was enabled by House Bill 2292 and House Bill 2456, which were signed by Governor Napolitano of Arizona on May 14, 2003, and on February 5, 2004, respectively. These two pieces of legislation, along with the corresponding state statutes, were enacted to guide the process leading up to the Prop 400 election on November 2, 2004, and establish the features of the half-cent tax sales extension. Key legislation is described on the following page.

1.3 Establishment to Transportation Policy Committee

Arizona House Bill 2292 codified MAG's establishment of a Transportation Policy Committee (TPC). The TPC, which was tasked with the development of the Regional Transportation Plan (RTP), is a public/private partnership.

The bill required the TPC to develop the RTP in cooperation with the RPTA and ADOT, and in consultation with the County Board of Supervisors, native nations and cities and towns in the county.

The legislation identified the consultation process to be followed by the TPC in developing the RTP, and established a formal procedure for reviewing the draft Plan.

1.4 Major Amendment Process

House Bill 2456 and Arizona Revised Statute 28-6353 set forth the process for updating the RTP to introduce new transportation projects or to modify the existing plan. To ensure that the amendment process receives broad exposure and careful consideration, the concept of a major amendment was established. A major amendment of the RTP means:

- ◆ The addition or deletion of a freeway, a route on the State Highway System, or a fixed guideway transit system.
- ◆ The addition or deletion of a portion of a freeway, route on the State Highway System or a fixed guideway transit system that either exceeds one mile in length, or exceeds an estimated cost of forty (\$40) million dollars as provided in the RTP.
- ◆ The modification of a transportation project in a manner that eliminates a connection between freeways or fixed guideway facilities.

A major amendment is required if:

- ◆ An audit finding recommends that a project or system in the RTP is not warranted or requires a modification that is a major amendment.
- ◆ The MAG TPC recommends a modification of the RTP that is a major amendment.

The consideration and approval of a major amendment must adhere to a specific and rigorous consultation and review process set forth in state statutes. A major amendment requires that alternatives in the same modal category, which will relieve congestion and improve mobility in the same general corridor, are to be addressed. The TPC may recommend that funds be moved among projects within a mode, but half-cent revenues cannot be moved across transportation modes (freeway/highway, arterial and transit).

1.4.1 House Bill 2292

The RTP must:

- ◆ Consider the impact of growth on transportation systems and use performance-based planning as specified in Arizona Revised Statute (ARS) 28-503.
- ◆ Use a 20-year planning horizon as specified in ARS-28-6308.
- ◆ Allocate funding to arterial streets, highways and transit as specified in ARS-28-6308.
- ◆ Determine priorities for expenditures as specified in ARS-28-6354.

The House bill also established:

- ◆ The process for reauthorizing the half-cent county transportation excise tax which is further specified in ARS-48-5314.
- ◆ The requirement for MAG to issue an annual report on the status of projects funded through the half-cent sales tax as specified by ARS-28-6354.

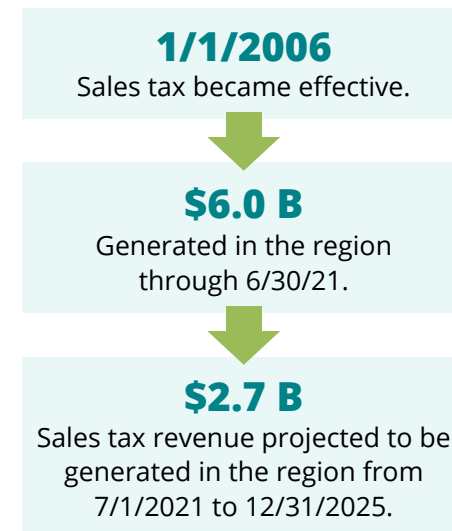
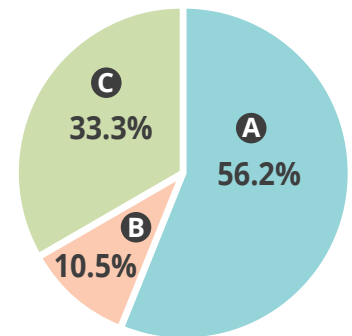
1.4.2 House Bill 2456

- ◆ Authorized the election to extend the half-cent sales tax for transportation, known as Prop 400, which is consistent with the policies set forth in ARS § 42-6105
- ◆ Included several requirements regarding the nature of the tax extension and its administration

1.4.3 Revenue Distribution

As specified by ARS § 42-6105, the allocation of revenues from the half-cent sales tax must be distributed into the following categories:

- A** Regional area road fund for freeways and other routes in the State Highway System, including capital expenses and maintenance.
- B** Regional area road fund for major arterial street and intersection improvements, including capital expenses and implementation studies.
- C** Public transportation fund for capital construction, maintenance and operations of public transportation classifications, as well as capital costs and utility.



The revenue generated by Prop 400 accounts for over half of the region's funding to implement projects established in the RTP, with the remaining funding coming from primarily state and federal agencies. The following table summarizes the total regional revenue amount and sources.

Table 1-1 Regional Revenues Summary (Year of Expenditure Dollars in Millions)

Sources	FY 2006 - 2021 Historical	FY 2022 - 2026 Forecast	Total
Prop 400: Half-Cent Sales Tax Extension	6,027.1	2,702.1	8,729.2
ADOT Funds	4,204.4	1,945.0	6,149.4
American Recovery and Reinvestment Act (Freeways) *	112.3	0.0	112.3
American Recovery and Reinvestment Act (Arterials) **	11.9	0.0	11.9
American Recovery and Reinvestment Act (Transit) ***	39.6	0.0	39.6
Statewide Transportation Acceleration Needs (STAN)	141.1	0.0	141.1
Federal Highway	1,420.2	384.0	1,804.2
Federal Transit Funds	1,128.4	899.2	2,027.6
TOTAL	13,085.0	5,930.3	19,015.3

* Represents amount applied to FLCP projects only.

** Represents amount applied to ALCP projects only.

*** Represents amount applied to TLCP projects only.

1.4.4 Life Cycle Programs

ARS 28-6352 required that agencies implementing the regional freeway, arterial and transit programs adopt a budget process ensuring that the estimated cost of the program of improvements does not exceed the total amount of revenues available. The following life cycle programs are the management tools used by the implementing agencies to ensure that transportation program costs and revenues are in balance and that project schedules can be met. Responsibilities for maintaining these programs are as follows:

Table 1-2 Life Cycle Programs

LIFE CYCLE PROGRAMS	RESPONSIBLE AGENCY	PURPOSE OF PROGRAMS
Freeway/Highway	ADOT	Develop a schedule of projects through the life of the half-cent sales tax.
Arterial	MAG	Monitor progress on project implementation.
Transit	Regional Public Transportation Authority (RPTA)	Balance annual and total program costs with estimated revenues.

The MAG Annual Report draws heavily on life cycle program data and other life cycle progress documentation.

1.5 Roles and Responsibilities

The responsibility for implementing and monitoring projects and programs funded through Prop 400 is shared by several regional and state entities, as described by the table below.








Table 1-3 Roles and Responsibilities

Agency	Role	Responsibilities
MAG*	Designated Metropolitan Planning Organization (MPO) for the Phoenix metropolitan area.	<ul style="list-style-type: none"> ✓Coordinates planning for multimodal transportation, air quality, wastewater, solid waste, human services and socioeconomic projections. ✓ Oversees the Prop 400 Arterial Life Cycle Program. ✓Prepares RTP in conjunction with the TPC. ✓Establishes project priorities and budgets for the Freeway Life Cycle Program. ✓The MAG Regional Council (the decision-making body of MAG) approves the RTP and TIP.
ADOT	State transportation agency that plans, implements and maintains the State Highway System.	<ul style="list-style-type: none"> ✓Oversees implementation of the MAG Freeway Life Cycle Program. ✓Manages design, engineering, right-of-way acquisition, construction and maintenance activities in the region. ✓Maintains the arterial street fund and issues bonds on behalf of the MAG Arterial Life Cycle Program.
State Transportation Board	Entity with statutory authority over the State Highway System.	<ul style="list-style-type: none"> ✓Approves the ADOT Five-Year Highway Construction Program for statewide projects and the Life Cycle Program certification for the MAG freeway/highway system. ✓Has authority to issue bonds and other forms of debts. ✓Sets priorities for the State Highway System, including projects in Maricopa County that are not part of the MAG Freeway Life Cycle Program.
Valley Metro and Valley Metro Rail	A political subdivision of the state of Arizona that ensures that a viable public transportation system is provided.	<ul style="list-style-type: none"> ✓Provides a viable public transportation system to promote regional mobility, ease traffic congestion and improve air quality. ✓Oversees the Prop 400 Transit Life Cycle Program. ✓Operates and maintains regional, paratransit and light rail services in the region.

*It is important to note that Prop 400 only applies to the Maricopa County portion of the MAG region, and all expenditures related to Prop 400 are on projects within the Maricopa County area

1.6 Clarifications Regarding Data, Terminology and Other Methodological Factors

Table 1-4 Report Clarifications

	Accounting Objectives	The Annual Report is intended to identify overall progress and future trends in the Prop 400 program, as opposed to providing detailed financial documentation. Estimates of past expenditures and revenue receipts, as well as future costs and revenue collections, are included for use as an aid in assessing past program progress and future program outlook. These figures should not be interpreted as an official, year-by-year financial accounting record of program activities.
	Data Consistency	In preparing the Annual Report, every effort is made to use data sources that are consistent with other documents that publish similar data, such as RTP, TIP, and life cycle programs. However, these reports are issued at different times and serve different purposes, meaning that each report may not contain exactly the same set of data presented in the other reports.
	Nominal vs. Real Dollars	Revenue projections are expressed in "Year of Expenditure" (YOE) dollars, which reflect the actual number of dollars collected/expended in a given year and do not factor in discounting for inflation. An allowance for inflation is applied when comparing project costs and revenues. In these chapters, costs reflect currently available, real dollars estimates as of the current year, but may not have been factored in every case, to a current dollar base year.
	Fourth Quarter Estimates	Expenditure data may include estimates for the fourth quarter of the most recent FY included in the Annual Report. These estimates are updated later to reflect actual expenditures when that data is available and are provided in subsequent annual reports. In certain cases, this may result in total expenditures reported for a given facility/service in one year being less than that reported in the previous year.
	Expenditure Data Adjustments	Close coordination is maintained with the agencies that supply expenditure data for the Annual Report in an effort to ensure that cost items are treated consistently from year to year. However, due to the timing of billing receipts, collection of other financial information and posting of necessary accounting adjustments, anomalies may be present in the expenditures reported by the agencies for a given project from one year to the next.
	Project Schedules	In describing project status, both "open to traffic" and "program group for construction" are used. The term "open to traffic" is used if the specific date when a facility has been opened, or will be open with some certainty, is known. The term "program group for construction" is utilized to indicate the period in which funding has been identified for construction of the facility.
	Freeway/Highway Project Segment	Beginning with the 2013 Annual Report, the freeway/highway facility segments listed in the appendix tables were revised to correspond more closely to those utilized by ADOT's cost reporting system rather than the 2003 RTP.



Transit Expenditure Reporting

Since light rail operating expenses were excluded at the inception of Prop 400, only capital expenditures and costs are reported for light rail projects. These expenditures and costs are reported to reflect total capital costs and include all funding sources to offset those costs. For bus services, the Prop 400 program covers both capital and operating expenses.



Freeway/Highway Future Sources and Uses of Funds Adjustments

An adjustment is made in the comparison of future sources and uses of funds for the Freeway Life Cycle Program that reconciles the net of sources and uses with the projected ending balance estimated by the ADOT Cash Flow Analysis (CFA) for the Freeway Life Cycle Program.



Bus Ridership Reporting

Beginning with the 2013 Annual Report, ridership data relates to all Public Transit Fund (PTF) supported routes or portions of routes. This includes existing routes receiving PTF funding that predate Prop 400 and may not have been reported on previously. This approach is used to ensure that the broadest disclosure possible is provided. As a result of this approach, total ridership on some routes may stay the same from year to year because PTF funds no longer pay for the service.

1.7 Working Toward Achieving Regional Goals

Prop 400 funds help MAG and its partners achieve the regional goals set forth by the RTP. Table 1-5 summarizes the four main goals from MAG's RTP. Throughout this report, several key regional projects helping the region move toward achieving these goals will be highlighted to demonstrate MAG's progress over the past year.

Table 1-5 MAG RTP Goals



System Preservation and Safety

Transportation infrastructure that is properly maintained and safe, preserving past investments for the future.



Access and Mobility

Transportation systems and services that provide accessibility, mobility and modal choices for residents, businesses and economic development of the region.



Sustaining the Environment

Transportation improvements that help sustain our environment and quality of life.



Accountability and Planning

Transportation decisions that result in effective and efficient use of public resources and strong public support.

2.0 REGIONAL TRANSPORTATION PLAN

The MAG RTP provides the blueprint for the implementation of Prop 400. By Arizona State law, revenues from the half-cent sales tax for transportation must be used on projects and programs identified in the RTP adopted by MAG. The RTP identifies specific projects and revenue allocations by transportation mode, addressing freeways and highways, major arterial streets and public transportation systems. An overview of the RTP is provided below, including plan elements, priority criteria and changes to the RTP during FY 2021.

On May 9, 2013, Governor Brewer of Arizona approved an expanded metropolitan planning area (MPA) boundary for MAG, and the MAG MPA boundary now extends significantly into Pinal County. It is important to note that Prop 400 applies only to the Maricopa County portion of MAG and all expenditures related to Prop 400 are on projects within the Maricopa County area.

2.1 2003 RTP and Prop 400 History

On November 25, 2003, the MAG Regional Council approved the RTP, which became the basis for the Prop 400 ballot initiative approved by Maricopa County voters in 2004. The 2003 RTP set the framework for the implementation of Prop 400 and established the region's financial policy that is still largely in place today.

The 2003 RTP included \$15.8 billion in proposed projects (expressed in 2002 dollars). Of this total, approximately \$8.5 billion, or 53.8 percent, came from forecasted half-cent sale tax revenues. The remaining portion comprised of MAG federal highway funds (\$1.275 billion or 8.1 percent), federal transit funding (\$1.89 billion or 12.0 percent) and ADOT highway funds (\$4.121 billion or 26.1 percent).

Revenues generated from the half-cent sales tax were allocated to the region's three modal programs; 56.2 percent to the freeway/highway program, 33.3 percent to the transit program and 10.5 percent to the arterial streets program. These allocations were later codified in state statute and firewalls were established to prohibit the transfer of sales tax funds between, or outside of, those programs.

In addition to the half-cent sales tax, the 2003 RTP also allocated portions of MAG federal highway funds, federal transit funds and ADOT funds to

the three modal programs. Table 2-1 displays the approximate percentage distribution of funding for the 2003 RTP by source for FY 2006–FY 2026. As shown in Tables 2-1 and 2-2, the half-cent sales tax was anticipated to provide approximately 54 percent of the total funding; ADOT funds 26 percent; and federal transit and highway funding the remaining 20 percent.

Detail on the current funding composition and outlook is provided in Chapter 3.

Figure 2-1: Prop 400 Funding

HOW WAS PROPOSITION 400 CONSTRUCTED?

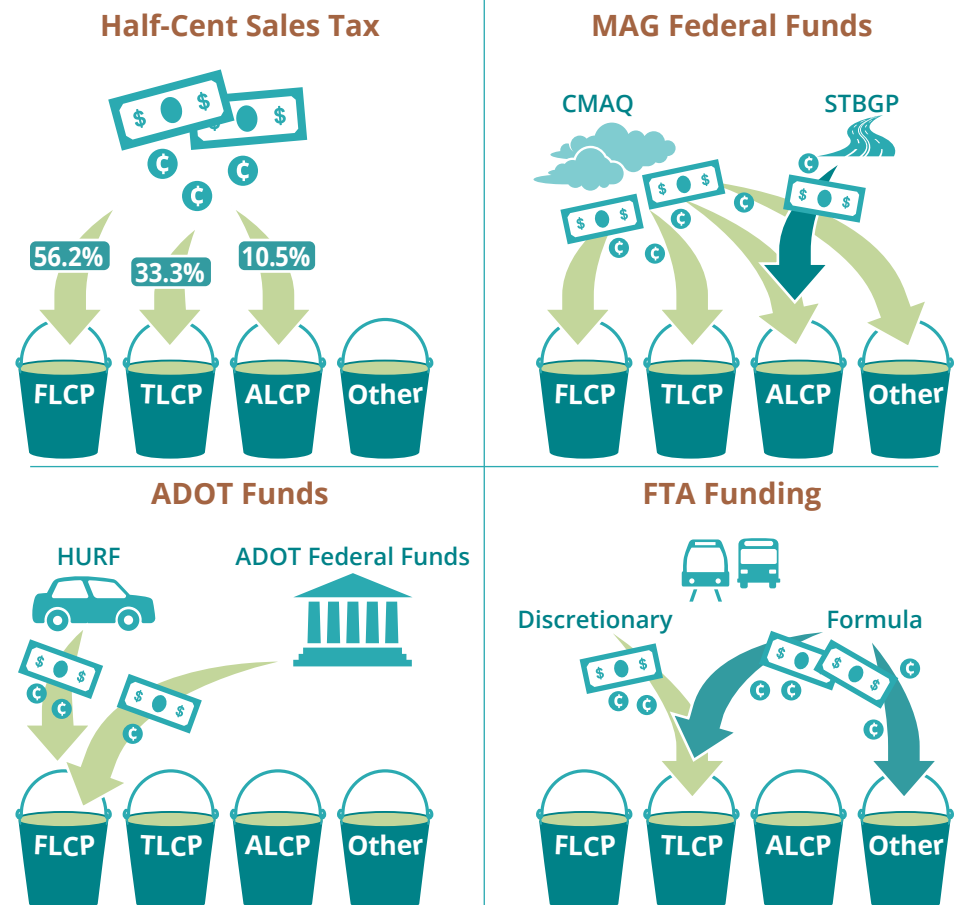


Table 2-1 2003 Regional Transportation Plan Funding (millions, 2002\$) Allocation by Source: FY 2006 – FY 2026

Funding Source	Highways/Freeways	Arterial Streets	Transit	Regional Programs	Total
Prop 400: Half-Cent Sales Tax Extension	\$4,774.0	\$862.7	\$2,830.6	\$30.8	\$8,498.1
ADOT Funds (includes HURF and federal)	\$4,120.6	--	--	--	\$4,120.6
Federal Transit (5307)	--	--	\$946.3	--	\$946.3
Federal Transit (5309)	--	--	\$945.0	--	\$945.0
MAG Federal Highway (MAG STP)	--	\$497.1	--	--	\$497.1
MAG Federal Highway (CMAQ)	\$148.7	\$104.6	\$279.0	\$245.7	\$778.1
TOTAL	\$9,043.4	\$1,464.5	\$5,000.9	\$276.5	\$15,785.2

Table 2-2 2003 Regional Transportation Plan Funding Allocation by Percentage by Category: FY 2006 – FY 2026

Funding Source	Highways/Freeways	Arterial Streets	Transit	Regional Programs	Total
Prop 400: Half Cent Sales Tax Extension	52.8	58.9	58.6	11.1	53.9
ADOT Funds (includes HURF and federal)	45.6	--	--	--	26.1
Federal Transit (5307)	--	--	18.9	--	6.0
Federal Transit (5309)	--	--	18.9	--	6.0
MAG Federal Highway (MAG STP)	--	33.9	--	--	3.1
MAG Federal Highway (CMAQ)	1.6	7.2	5.6	88.9	4.9
TOTAL	100.0	100.0	100.0	100.0	100.0

2.2 2020 RTP Update

On February 26, 2020, the MAG Regional Council approved the 2040 MAG RTP Update. The update largely continues the policies, priorities and projects contained in previous plans. In addition, it also encompasses the expanded MAG metropolitan planning area, though the new areas in the MAG MPA do not participate in the Life Cycle Programs.

The 2040 MAG RTP Update is a comprehensive, performance based, multi-modal and coordinated regional plan, covering all major modes of transportation, including freeways/highways, streets, public mass transit, airports, active transportation facilities, goods movement and special needs

transportation. In addition, key transportation related activities are addressed, such as transportation demand management, system management, safety and air quality conformity analysis.

The 2040 MAG RTP update is the last plan update of the Prop 400 program. On December 1, 2021, the MAG Regional Council will consider the MOMENTUM 2050 RTP for approval. This RTP is the result of a two-year planning process and will serve as the basis for the extension of Proposition 400.

2.3 Priority Criteria

Arizona Revised Statute 28-6354 B. directs MAG to develop criteria that establish the priority of corridors, corridor segments and other transportation projects. These criteria should consider:

- ◆ The extent of local public and private funding participation;
- ◆ Social and community impact;
- ◆ Establishment of a complete transportation system for the region as rapidly as practicable;
- ◆ Construction of projects to serve regional transportation needs;
- ◆ Construction of segments to provide connectivity with other elements of the regional transportation system; and
- ◆ Other relevant criteria developed by the regional planning agency.

The discussion below describes how these kinds of criteria have been applied in the MAG regional transportation planning process, both for the development and the implementation of the RTP.

2.3.1 Extent of Local Public and Private Funding Participation

A higher level of local public and private funding participation in the RTP benefits the region by leveraging regional revenues and helping ensure local government commitment to the success of the regional program. The extent of local public and private funding participation is addressed in a number of ways in the MAG transportation planning process.

Project Matching Requirements: In developing funding allocations among the various RTP components and project types, local matching requirements have been established. The local matching requirements in the RTP are:

- ◆ Generally, 30 percent for major street projects. Under certain limited conditions, this requirement may be less depending on the type of federal funds that may be utilized on a given project.
- ◆ For air quality, active transportation and transit projects involving federal funds, minimum federal match requirements are assumed. Depending on the specific project funding mix, this match may be provided from regional revenue sources.

Private Funding Participation: As part of the policies and procedures developed for the ALCP, private funding participation is recognized as

applicable local match for half-cent funds for street and intersection projects. This policy helps free local monies that may then be applied to additional transportation improvements.

Local Government Incentives: In the ALCP, incentives to make efficient use of regional funds have been established by ensuring that project savings by local governments may be applied to new projects in the jurisdiction that achieved those savings.

In the FLCP, MAG recognizes that local jurisdictions may want to accelerate highway projects by providing the local jurisdiction's financial resources to the program. Acceleration of specific highway projects benefits not only the affected local jurisdiction, but also the entire region. To facilitate local financing that allows the acceleration of freeway/highway construction in the region, MAG adopted a Highway Acceleration Policy. This policy includes a provision that 50 percent of the interest expense incurred by the local jurisdiction will be paid by regional program revenues.

2.3.2 Social and Community Impacts

Regional transportation improvements can have both beneficial and negative social and community impacts. It is important to conduct a thorough assessment of these impacts to ensure that they are a part of the decision-making process. The MAG planning effort assesses social and community impacts at each key stage of the transportation planning and programming process. In addition, it should be noted that similar efforts are carried out by the agencies implementing specific transportation improvement projects.

Public Participation and Community Outreach: A far reaching public participation and outreach program is conducted to obtain public views on the potential community and social impacts of transportation improvements. In particular, input is sought regarding the possible impacts of specific transportation alternatives on the community's social values and physical structure.

Social Impact Assessment: The social impact of transportation options is evaluated as part of the Title VI/environmental justice assessment. In this assessment, potential transportation impacts are evaluated for key communities of concern, including minority populations, low-income populations, aged populations and mobility disability populations. In addition, community goals are taken into account by basing future travel demand estimates on local land use plans.

Corridor and Community Impact Assessment: Corridor-level analyses are conducted, which assess the possible social and community impacts of alternative facility alignments based on neighborhood factors such as noise, air quality and land use. Community impacts of transportation facilities are further analyzed by assessing air quality effects through the emissions analysis of plan alternatives, as well as conducting a federally required air quality conformity analysis of the RTP. In addition, the process for updating the regional TIP includes project air quality scores, which reflect the potential community impacts of the projects.

Consultation on Resource and Environmental Factors: As part of the planning process for the update of the RTP, MAG reaches out to federal, state, tribal, regional, and local agencies to consult on environmental and resource issues and concerns. This effort includes consultation regarding conservation plans and maps, inventories of natural or historic resources, and potential environmental mitigation activities. Specific topics of interest include: land use management, wildlife, natural resources, environmental protection, conservation, historic preservation and potential environmental mitigation activities. The primary goal of this consultation effort is to make transportation planning decisions and prepare planning products that are sensitive to environmental mitigation and resource conservation considerations.

2.4 Establishment of a Complete Transportation System for the Region

The RTP includes major investments in all elements of the regional transportation system over the next several decades. It is critical that these expenditures result in a complete and integrated transportation network for the region. The MAG planning process responds directly to this need by conducting transportation planning at the system level, giving priority to segments that can lead to a complete transportation system as quickly as possible, and maintaining a life cycle programming process for all the major modes.

System Level Planning Approach: The regional planning effort is conducted at the system level, taking into account all transportation modes in all parts of the MAG geographic area. This systems level approach is applied in identifying and analyzing alternatives. In this way, the complete transportation needs of the region as a whole are identified and addressed in the planning process.

Project Development Process and Project Readiness: The implementation of regional transportation projects requires a complex development process. This process involves extensive corridor assessments, environmental studies and engineering concept analyses. This is followed by right-of-way acquisition and final design work, before actual construction may begin. For a variety of reasons, certain projects may progress through this process more rapidly than others. By moving forward, where possible, on those projects with the highest level of readiness for construction, important transportation improvements can be delivered as quickly as possible. Early delivery of projects can also lead to lower costs.

Progress on Multiple Projects: Major needs for transportation improvements exist throughout the MAG area. The scheduling of projects is aimed at proceeding with improvements to the transportation network throughout the planning period in all areas of the region. This will lead to a complete and functioning regional transportation system that benefits all parts of the MAG area. Deliberate consideration is also given to ensuring the system maintains the highest level of operational efficiency while projects are under construction to minimize impacts on the traveling public.

Revenues, Expenditures and Life Cycle Programming: Cash flow patterns from revenue sources limit the amount of work that can be accomplished within a given period of time. Project expenditures need to be scheduled to accommodate these cash flows. Life cycle programs have been established that take these conditions into account and implement the projects in the RTP for the major transportation modes: freeways/highways, arterial streets and transit. The life cycle programs provide a budget process that ensures that the estimated cost of the program of improvements does not exceed the total amount of revenues available. This helps ensure that a complete transportation system for the region will be developed within available revenues.

As part of the life cycle programming process, consideration is given to bonding a portion of cash flows to implement projects that provide critical connections earlier than might otherwise be possible. This has to be weighed against the reduction in total revenues available for constructing projects, which results from interest costs.

2.4.1 Construction of Projects to Serve Regional Transportation Needs

The resources to implement the RTP are drawn from regional revenue sources and address regional transportation needs. At the same time, the nature of regional transportation needs varies across the MAG region and the same type of transportation solution does not apply everywhere in the region. Enhancing the arterial network may represent the most pressing regional need in one part of the region, whereas adding new freeway corridors may be the key need in another; and expanding transit capacity may represent the best approach in yet another area. The process to develop the RTP recognized that this was the nature of regional transportation needs in the MAG area. As a result, the RTP is structured to respond to different types of needs in different parts of the MAG region.

Although the modal emphasis of the transportation improvements identified in the RTP varies from area to area, the effects of these improvements can be assessed using common measures of system performance and regional mobility. These kind of criteria were applied when the RTP was originally developed in 2003 to evaluate alternatives and establish implementation priorities. They have also been applied in various forms to evaluate potential adjustments to the priority of corridors, corridor segments, and other transportation projects and services.

The MAG performance measurement framework was developed with the participation of MAG's member agencies and will continue to be used as a key information source as the implementation of the RTP moves forward. A major goal of the program is to coordinate study methodologies, prioritize investments and assess the implementation of strategies, in order to help ensure that projects serve regional transportation needs. A broad range of data supports analysis for multimodal planning and programming activities, and also provides the public with timely and relevant information on the performance of the multi-modal transportation system.

2.4.2 Construction of Segments that Provide Connectivity with other Elements of the Regional Transportation System

The phasing of the development of the transportation network has been done in a logical sequence, so that maximum possible system continuity, connectivity and efficiency are maintained.

Appropriately located transportation facilities around the region enhance general mobility. To the extent possible, facility construction and transportation service has been sequenced to result in a continuous and coherent network and to avoid gaps and isolated segments, bottlenecks, and dead-end routes. The value of system segments that allow for the efficient connection of existing portions of the transportation system has been considered through the programming process.

2.4.3 Other Relevant Criteria Developed by the Regional Planning Agency

As part of the RTP, a series of objectives for the regional transportation network were identified. Two key objectives were to achieve broad public support for the needed investments and to develop a regional plan that provides geographic balance in the distribution of investments. Specific criteria related to these objectives are:

- ◆ Transportation decisions that result in effective and efficient use of public resources and strong public support.
- ◆ Geographic distribution of transportation investments.
- ◆ Inclusion of committed corridors.

2.5 Regional Transportation Plan Changes and Outlook

The RTP is a long-range plan for transportation improvements in the region, covering a period of over two decades. During a program of this length, new information will be obtained and changing conditions will be faced as the implementation effort proceeds. As a result, the RTP and the MAG TIP are revised periodically to reflect factors such as changes in travel patterns and transportation needs, updated project costs and schedules, new revenue sources and updated projections of future revenues.

2.5.1 Plan Changes from Amendments to the MAG Transportation Improvement Program

The TIP, by definition, is an element of the RTP, describing in detail the projects and funding covering the next five years of the RTP. As a result, any amendments to the TIP represent corresponding changes to the RTP. During FY 2021, amendments to the MAG TIP were made by the MAG Regional Council at ten of its meetings. One additional amendment was processed administratively. Additional detail on the amendments can be found on the MAG website at <http://www.azmag.gov/TIP>.

2.5.2 Fiscal Year 2022 Freeway Life Cycle Program

On June 23, 2021, the MAG Regional Council approved the FY 2022 Freeway Life Cycle Program. Notable project updates in the FY 2022 FLCP included:

- ◆ **SR 101L (Agua Fria):** 75th Avenue to I-17/SR 101L (Agua Fria): 75th Avenue TI – As part of the FY 2022 FLCP update, the SR 101L (Agua Fria): 75th Avenue to I-17 general purpose lane widening and SR 101L (Agua Fria): 75th Avenue interchange improvement have been consolidated into a single project, programmed for construction in FY 2024.
- ◆ **SR 303L (Estrella):** 51st Avenue and 43rd Avenue/I-17: I-10 Split to 19th Avenue- Two new freeway interchanges will be required along SR 303L at 43rd and 51st Avenues. To support this change, the draft FY 2022 FLCP deferred the I-17: I-10 Split to 19th Avenue project beyond the Proposition funding horizon; the funding that had been programmed was reallocated to the two identified interchanges on SR 303L.
- ◆ **I-10: Highline North Pedestrian Bridge/I-10: Highline South Pedestrian Bridge** – The City of Tempe, with the support of the City of Phoenix and the Town of Guadalupe, requested the substitution of the I-10 Highline North Pedestrian Bridge for the I-10 Highline South (Knox Road) Pedestrian Bridge as part of the annual FLCP update process.
- ◆ **Regionwide Advance Right of Way Acquisition**– The FLCP contains a Regionwide Advance Right of Way Acquisition line item to allow for acquisition of right of way parcels prior to environmental clearance or before a determination is made that the property is needed for a particular transportation project. As part of the FY 2022 FLCP update, this line item was increased for FY 2022 so that ADOT can explore the acquisition of a parcel to improve operations at the I-10 and Baseline Road interchange.

◆ 2.5.3 Fiscal Year 2022 Arterial Life Cycle Rebalance

The projected ending balance of the ALCP has steadily grown due to the continued deferral of program inflation and increased revenue collections. To account for this, MAG Regional Council approved the Arterial Life Cycle Program Rebalance on June 23, 2021. The rebalance brought \$100 million back into the funded program as part of the FY 2022 ALCP update. The remaining funding is maintained in the program's fund balance to help address any future variance in program revenues.

2.5.4 Fiscal Year 2022 Arterial Life Cycle Program

On June 23, 2021, the MAG Regional Council approved the FY 2022 Arterial Life Cycle Program. As part of the FY 2022 ALCP, several project deletions and substitutions were approved in accordance with the approved program policies and procedures. These change include:

- ◆ **Gilbert:** Deletion of the existing Mustang Drive: Rivulon Boulevard to Germann Road project and reallocation of funding to three existing projects: 1) Warner Road: Recker Road to Power Road; 2) Baseline Road: Greenfield Road to Power Road; 3) McQueen Road at Guadalupe Road.
- ◆ **Gilbert:** Deletion of the existing Ray Road at Gilbert Road project and reallocation of funding to three existing projects: 1) Warner Road: Recker Road to Power Road; 2) Baseline Road: Greenfield Road to Power Road; 3) McQueen Road at Guadalupe Road.
- ◆ **Maricopa County/Mesa:** Substitute the existing McKellips Road Bridge over the Salt River project with a new corridor project on Main Street from Sossaman Road to Meridian Road.
- ◆ **Scottsdale:** Deletion of the existing Legacy Boulevard: Hayden Road to Pima Road project and reallocation of funding to three existing projects: 1) Happy Valley Road: Pima Road to Alma School Road; 2) Pima Road: Pinnacle Peak Road to Happy Valley Road; 3) Raintree Drive: Scottsdale Road to Hayden Road.

2.5.5 Transit Life Cycle Program

Due to the uncertainty presented by the COVID-19 pandemic, a full TLCP update was not prepared in FY 2021. Several COVID-19 relief bills provided federal funding to help support transit operations and offset regional and local costs. The next update of the TLCP is anticipated in late 2021 or early 2022.

On December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) was signed into law. The act included \$14 billion in Federal Transit Administration (FTA) relief funds to help support the transit industry.

On March 11, 2021, the American Rescue Plan Act of 2021 (ARP) was signed into law; the act included an additional \$30.5 billion in Federal Transit Administration (FTA) relief funds to help support the transit industry.

3.0 HALF-CENT SALES TAX AND OTHER REGIONAL REVENUES

The half-cent sales tax for transportation approved through Proposition 400 is the major funding source for the RTP, providing over half the revenues for the Plan. In addition to the half-cent sales tax, there are a number of other RTP funding sources, which are primarily from state and federal agencies. These revenue sources and the half-cent tax have been termed regional revenues in the RTP. The specific regional revenue sources are:

- ♦ Half-Cent Sales Tax
- ♦ ADOT Funds
- ♦ MAG Area Federal Highway Funds
- ♦ MAG Area Federal Transit Funds

In addition to regional revenues, local governments provide funding that supports implementation of the RTP. These resources provide matching funds for capital projects in the Arterial Street and Light Rail Transit/High Capacity Transit Programs; subsidize certain transit operating costs; and, in the form of transit farebox revenues, contribute significant funding for transit operations.

Two other funding sources were also available during the life of the RTP that are no longer used. The Statewide Transportation Acceleration Needs (STAN) Account, was available for a time beginning in 2007, but in January 2009 the remaining funds were discontinued by the legislature in order to balance the FY 2009 state budget. The American Recovery and Reinvestment Act (ARRA) was signed into law in 2009 to help the country recover from the Great Recession. All funding associated with ARRA had been fully expended by 2014.

Revenue projections are expressed in “Year of Expenditure” (YOE) dollars, which reflects the actual number of dollars collected/expended in a given year. Therefore, there is no correction or discounting for inflation. The effect of inflation is accounted for separately through an allowance for inflation that is applied when comparing project costs and revenues, which is included in the modal sections. In these sections, costs reflect currently available, real dollars estimates as of 2021, but may not have been

specifically factored, in every case, to a 2021 base year. In addition, both actual and forecasted revenues have been updated from previous reports.

3.1 Half-Cent Sales Tax (Maricopa County Transportation Excise Tax)

The half-cent sales tax revenues are collected by the Arizona Department of Revenue. Based on ARS-42-6105, the revenue generated by the sales tax is distributed as follows:

- ♦ 66.7 percent is allocated to the Maricopa County Regional Area Road Fund (RARF).
- ♦ 33.3 percent is directed to the Public Transportation Fund (PTF)

The use of PTF monies must be separately accounted for based on allocations to: (1) light rail transit, (2) capital costs for other transit, and (3) operation and maintenance costs for other transit. ADOT is responsible for administering the RARF funds while the PTF funds are administered by Valley Metro.

As displayed in Table 3-1, actual receipts from the Prop 400 half-cent sales tax totaled \$6.0 billion through FY 2021. Collections for FY 2021 were 13.9 percent higher than those in FY 2020. However, it should be noted that the current estimate of total 20-year revenues from the half-cent sales tax is approximately 41.1 percent lower than the estimate of \$14.8 billion prepared in November 2004, largely due to the impact of the Great Recession.

Future half-cent revenues for the period FY 2022–FY 2026 are forecasted to total \$2.7 billion. This amount is 3.4 percent lower than the forecast for the same period in the 2020 Annual Report, in part due to the anticipated impacts of the coronavirus pandemic. Of the \$2.7 billion total included in the current forecast, \$1.5 billion will be allocated to freeway/highway projects; \$284 million to arterial street improvements; and \$900 million to transit projects and programs. The actual receipts for FY 2021 (\$557.5 million) were higher than the amount forecasted for that year in FY 2020 (\$529.8 million). The Prop 400 half-cent revenue forecasts will be updated again in the fall of 2021.

Table 3-1 Maricopa County Transportation Excise Tax: FY 2006-2026 (Year of Expenditure Dollars in Millions)

Fiscal Year	Regional Area Road Fund (RARF)		Public Transportation Fund (PTF) (33.3%)	Total
	Freeways (56.2%)	Arterial Streets (10.5%)		
Historical (2)				
2006 (1)	86.3	16.1	51.1	153.6
2007	219.7	41.1	130.2	391.0
2008	213.2	39.8	126.3	379.4
2009	184.0	34.4	109.0	327.4
2010	167.7	31.3	99.4	298.4
2011	173.3	32.4	102.7	308.4
2012	182.1	34.0	107.9	324.0
2013	192.0	35.9	113.8	341.7
2014	205.5	38.4	121.8	365.7
2015	214.9	40.1	127.3	382.3
2016 (3)	221.5	41.1	131.3	394.2
2017	231.2	43.2	137.0	411.3
2018	245.0	45.8	145.2	436.0
2019	262.4	49.0	155.5	466.9
2020	275.1	51.4	163.0	489.6
2021	313.3	58.5	185.6	557.5
Subtotal	3,387.2	632.8	2,007.0	6,027.1
Forecasted				
2022	300.8	56.2	178.2	535.2
2023	318.2	59.5	188.5	566.2
2024	333.7	62.3	197.7	593.8
2025	351.0	65.6	208.0	624.6
2026 (4)	214.9	40.4	127.3	382.3
Subtotal	1,518.6	283.7	899.8	2,702.1
Totals	4,905.8	916.6	2,906.8	8,729.2

(1) Represents Prop 400 tax revenues, which began on January 1, 2006.

(2) Fiscal Year totals reflect the lag in actual receipt of revenues by the fund.

(3) Beginning in Fiscal Year 2016, approximately \$2.53 M in RARF proceeds are withheld on an annual basis to cover administrative costs incurred by the Arizona Department of Revenue for collection of the tax (HB2617)

(4) Reflects end of Prop 400 half-cent sales tax on December 31, 2025.

In Fiscal Year 2016, House Bill 2617 was signed into law by Governor Ducey and provided for the diversion of Prop 400 sales tax funds for transportation to the Arizona Department of Revenue. Approximately \$1.5 million per year is withheld to offset the department's expenses associated with collecting the tax. This decreases the amount of funds available for transportation improvements.

3.2 Arizona Department of Transportation Funds

ADOT funding sources include the Arizona State Highway User Revenue Fund (HURF) monies allocated to ADOT to support the State Highway System, ADOT Federal Aid Highway Funds and other miscellaneous sources.

3.2.1 ADOT Funding Overview

ADOT relies on funding from two primary sources: the HURF and federal transportation funds. The HURF is comprised of funds from gasoline and use fuel taxes, a portion of the vehicle license tax, registration fees and other miscellaneous sources. According to the Arizona constitution, HURF funds can only be used on highways and streets; therefore, HURF funds cannot be used for transit purposes.

ADOT, Arizona counties, cities and towns and the Department of Public Safety (DPS) receive an allocation from HURF. Of the funds remaining after the allocation for DPS, ADOT receives 50.5 percent; 19 percent is allocated to counties; and 27.5 percent is allocated to cities and towns. The remaining 3 percent is allocated to cities with populations over 300,000. For the purposes of revenue forecasting, total HURF funds are projected based on forecasted population and economic growth, assuming that there would be no change in tax rates. Total forecasted HURF funds are then distributed to ADOT and the other entities based on the current statutory formula and policy.

From the ADOT HURF allocation, state statute provides that 12.6 percent of the HURF funds flowing to ADOT are reserved for the MAG region, and the region comprising of the Pima Association of Governments (PAG). In addition, the State Transportation Board established a policy that an additional 2.6 percent of ADOT HURF funds are allocated to the two regions. The 12.6 and 2.6 percent funds are divided so that 75 percent goes to the MAG region and 25 percent is for the PAG region. These funds are commonly referred to as "15 Percent Funds".

The 15 Percent Funds allocated to the MAG region, must be spent exclusively for improvements on limited access facilities on the State Highway System in the MAG area.

After the deduction of the 15 Percent Funds, ADOT must pay for operations, maintenance and debt service on outstanding bonds. This includes funds for the Motor Vehicle Division, department administration, highway maintenance and additional funding for DPS.

ADOT also receives federal transportation funds which are allocated to Arizona through various federal programs and allocation formulas. This block of funds is often referred to as ADOT Discretionary Funds; the MAG region receives a 37 percent share of these funds. Arizona Revised Statute §28-304 C.1 states that the percentage of ADOT discretionary monies allocated to the MAG region in the RTP shall not increase or decrease unless the State Transportation Board, in cooperation with the regional planning agency, agrees to change the percentage of the discretionary monies.

3.2.2 ADOT Funding in the MAG Area

Table 3-2 summarizes ADOT funds applicable to projects in the MAG RTP. As displayed in Table 3-2, actual receipts from ADOT funds through FY 2021 totaled \$4.2 billion, and forecasted revenues for the period FY 2022–2026 total \$1.9 billion. This forecast is 12.5 percent higher than the 2020 Annual Report forecast for the same period.

3.3 MAG Area Federal Transportation Funds

In addition to the half-cent sales tax revenues and ADOT funding, federal transportation funding directed to the MAG region is available for use in implementing projects in the MAG RTP. The MAG area federal transportation funding forecasts included in the 2021 Annual Report correspond to the programs as structured in the FAST Act.

MAG region federal transportation funding sources are summarized in Table 3-3, which displays actual and forecasted revenues. It is important to note that the federal funds estimates are only for those sources that are utilized in the Life Cycle Programs. Additional federal funds are received in the MAG region and applied to other transportation program areas, which are not covered by this report. Federal funding for the period FY 2022–2026 is forecasted to total \$1.3 billion. This forecast is approximately 13.3 percent higher than the amount forecasted for the same period in the 2020 Annual Report.

Table 3-2 ADOT Funding in MAG Region: FY 2006-2026
(Year of Expenditure Dollars in Millions)

Fiscal Year	15% Funds	ADOT Discretionary	Total Funding
Historical			
2006-07	149.7	262.5	412.2
2008	76.9	248.0	324.9
2009	60.5	156.3	216.8
2010	59.1	122.4	181.5
2011	59.5	230.9	290.5
2012	45.7	223.7	269.3
2013	60.7	244.7	305.4
2014	63.6	173.2	236.8
2015	69.5	199.4	268.9
2016	72.6	289.3	361.9
2017	78.1	223.6	301.7
2018	80.5	306.3	386.8
2019	80.5	67.8	148.4
2020	88.9	196.5	285.4
2021	87.4	126.6	213.9
Subtotal	1,133.1	3,071.3	4,204.4
Forecasted			
2022	87.6	283.1	370.7
2023	91.2	171.0	262.2
2024	95.1	336.6	431.8
2025	98.6	318.2	416.8
2026	102.1	361.4	463.5
Subtotal	474.7	1,470.3	1,945.0
Totals	1,607.8	4,436.6	6,149.3

3.3.1 Federal Transit Funds

The Federal Transit Administration (FTA) is an agency within the U.S. Department of Transportation that provides financial and technical assistance to local public transit systems, including buses and light rail transit. The federal government, through the FTA, provides financial assistance to develop new transit systems and improve, maintain and operate existing systems. The FTA funding includes both formula and discretionary programs.

Formula Programs: Funding is apportioned to areas on the basis of legislative formulas. The formulas include factors such as bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles and fixed guideway route miles, as well as population and population density.

A number of FTA funding programs that cover a range of uses fall into this category. Individual programs have specific restrictions regarding eligible expenditures. These programs include:

- ♦ **5307/5340 Funds** - Capital and planning needs, as well as operating expenses in certain circumstances;
- ♦ **5310 Funds** - Special needs of transit-dependent populations;
- ♦ **5337 Funds** - Replacement and rehabilitation or capital projects required to maintain public transportation systems in a state of good repair;
- ♦ **5339 Funds** - Capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities; and,
- ♦ **STBGP-AZ Funds** - STBGP Flexible Funds that ADOT makes available for transit purposes in urban and rural Arizona. It should be noted that STBGP-AZ funds are not included under Formula Programs in Table 3-3 but are listed separately in Table 6-3.

Discretionary Programs: Transit 5309 funds are available through discretionary grants from the FTA, and applications are on a competitive basis. They include grants for “New Starts” and expanded rail and bus rapid transit systems that reflect local priorities to improve transportation options in key corridors.

Table 3-3 indicates that it is anticipated that a total of \$348.0 million will be expended from the Formula Programs category and \$551.2 million will be expended from the Discretionary Programs category during FY 2022–2026.

The forecast for Formula Programs is approximately 80.0 percent higher, and the forecast for Discretionary Programs is approximately 0.6 percent higher than the amounts forecasted for the same period in the 2020 Annual Report.

Table 3-3 MAG Federal Transportation Funds: FY 2006-2026 (Year of Expenditure Dollars in Millions)

Fiscal Year	Transit			MAG STP			MAG CMAQ				Grand Total
	FTA Formula	FTA Discr.	Total	Fwy/Hwy	Arterial	Total	Fwy/Hwy	Arterial	Transit	Total	
Historical											
2006	14.1	0.0	14.1	38.1	0.0	38.1	0.0	0.0	1.0	1.0	53.2
2007	15.7	7.8	23.6	42.3	0.0	42.3	0.0	0.0	0.5	0.5	66.3
2008	71.2	18.6	89.8	38.0	0.2	38.2	5.9	11.7	0.0	17.7	145.6
2009	26.8	8.9	35.7	34.4	17.5	51.9	0.0	16.3	2.4	18.7	106.4
2010	17.1	1.6	18.7	39.3	19.6	58.9	29.1	9.3	0.6	39.0	116.6
2011	31.3	1.2	32.5	33.9	39.4	73.2	4.3	3.5	5.6	13.3	119.1
2012	29.3	1.0	30.3	34.1	24.5	58.6	10.6	16.2	5.9	32.7	121.5
2013	21.8	18.2	40.0	34.1	24.1	58.2	8.2	24.4	10.0	42.6	140.8
2014	82.1	20.7	103.0	34.1	21.8	55.9	8.8	22.1	6.8	37.6	196.5
2015	14.0	29.6	43.6	33.7	8.4	42.1	8.7	6.0	15.6	30.3	116.1
2016	40.2	6.5	46.6	12.6	42.2	54.8	8.6	14.3	14.3	37.1	138.6
2017	96.5	0.0	96.5	0.0	60.9	60.9	8.9	7.5	46.7	63.1	220.5
2018	46.9	0.0	46.9	0.0	42.6	42.6	9.0	12.4	78.7	100.2	189.7
2019	37.8	22.9	60.7	0.0	46.8	46.8	9.2	5.8	51.2	66.2	173.8
2020	76.3	27.8	104.1	0.0	47.1	47.1	9.7	3.0	47.6	60.3	211.5
2021	76.2	266.0	342.2	0.0	40.9	40.9	0.0	7.2	42.1	49.3	432.4
Subtotal	697.5	430.8	1,128.4	374.5	436.0	810.5	121.1	159.6	329.0	609.7	2,548.5
Forecasted											
2022	109.1	151.7	260.8	0.0	49.8	49.8	0.0	1.4	13.7	15.1	325.7
2023	55.9	156.5	212.4	0.0	46.5	46.5	0.0	0.7	22.2	22.9	281.8
2024	63.0	128.1	191.1	0.0	48.4	48.4	0.0	3.1	22.8	25.8	265.3
2025	61.6	79.8	141.4	0.0	52.0	52.0	0.0	6.3	29.9	36.2	229.6
2026	58.5	35.0	93.5	0.0	59.9	59.9	0.0	7.5	19.8	27.3	180.7
Subtotal	348.0	551.2	899.2	0.0	256.7	256.7	0.0	19.0	108.3	127.3	1,283.2
Totals	1,045.5	982.0	2,027.6	374.5	692.6	1,067.2	121.1	178.7	437.3	737.0	3,831.7

Notes:

- Values in Table 3-3 represent use of federal funds in life cycle programs, only.
- Values in Table 3-3 represent obligation authority available during the fiscal year, except for FTA funds and CMAQ transit funds, which are the amounts actually expended.
- Forecasted STP and CMAQ revenues are based on a 94.6% Obligation Authority.

3.3.2 Federal Highway Funds

The Federal Highway Administration (FHWA) is an agency within the U.S. Department of Transportation that supports state and local governments in the design, construction and maintenance of the nation's highway system and various federally and tribal owned lands. Funding mostly comes from the federal gasoline tax. FHWA oversees projects using these funds to ensure that federal requirements for project eligibility, contract administration and construction standards are adhered to. The FHWA funding programs applicable to the MAG area are described below. Table 3-3 indicates the FHWA program funding levels forecasted for the period FY 2022–2026.

Surface Transportation Block Grant Program Funds (STBGP): STBGP funds are the most flexible federal transportation funds and may be used for highways, transit or streets. During the period from FY 2022–2026, it is estimated that \$256.7 million will be available from STBGP funds. This funding will be directed to the ALCP. This funding level is 10.3 percent higher than the 2020 Annual Report estimate for the same period.

Congestion Mitigation and Air Quality (CMAQ): CMAQ funds are available for projects that improve air quality in areas that do not meet clean air standards ("non-attainment" areas). Projects may include a wide variety of highway, transit and alternate mode projects that contribute to improved air quality. While they are allocated to the state, Arizona's funds have been dedicated primarily to the MAG Region, due to the high congestion levels and major air quality issues in the area. MAG CMAQ funds are projected to generate \$127.3 million from FY 2022–2026 for the Life Cycle Programs. This represents a 19.7 percent decrease from the 2020 Annual Report estimate for the same period. This is tied to adjustments made in CMAQ funding used for transit projects.

3.4 Regional Revenues Summary

Actual and forecasted regional revenue sources for the Life Cycle Programs between FY 2006–FY 2026 are summarized in Table 3-4. Actual receipts from all regional revenue sources through FY 2021 total \$13.1 billion. Future regional revenues are projected to total \$5.9 billion for the period FY 2022–2026. Total revenues for the period FY 2006–2026 amount to \$19.0 billion, which is essentially unchanged from the estimate presented in the 2020 Annual Report.

In addition to the funding sources listed in Table 3-4, bonding and other debt financing assumptions, as well as allowances for inflation, are applied in each modal life cycle program. These amounts are listed in the respective modal sections (Freeway, Arterial, Transit).

Table 3-4 Regional Revenues Summary (Year of Expenditure Dollars in Millions)

Sources	FY 2006 - 2021 Historical	FY 2022- 2026 Forecast	Total
Prop 400: Half Cent Sales Tax Extension	6,027.1	2,702.1	8,729.2
ADOT Funds	4,204.4	1,945.0	6,149.4
American Recovery and Reinvestment Act (Freeways) *	112.3	0.0	112.3
American Recovery and Reinvestment Act (Arterials) **	11.9	0.0	11.9
American Recovery and Reinvestment Act (Transit) ***	39.6	0.0	39.6
Statewide Transportation Acceleration Needs (STAN)	141.1	0.0	141.1
Federal Highway	1,420.2	384.0	1,804.2
Federal Transit Funds	1,128.4	899.2	2,027.6
Total	13,085.0	5,930.3	19,015.3

* Represents amount applied to FLCP projects only.

** Represents amount applied to ALCP projects only

*** Represents amount applied to TLCP projects only

4.0 FREEWAY LIFECYCLE PROGRAM

The Freeway Life Cycle Program (FLCP) is the management tool for the implementation of freeway and highway projects identified in the MAG RTP. ADOT maintains and implements the program priorities established by MAG through the RTP. The FLCP extends through December 31, 2025 (FY 2026), and utilizes funding from the Prop 400 half-cent sales tax, state and federal revenue sources (the funding horizon).

The 2003 Regional Transportation Plan included \$9.0 billion (2002\$) of funding allocated to freeway and highway projects, including construction, maintenance, right of way and neighborhood mitigation. Since the adoption of the original plan, there have been four major program updates: 2008, 2012, 2016 and 2019. As part of the most recent program rebalance effort, a commitment was made to update the program on an annual basis. On June 23, 2021, the MAG Regional Council approved the FY 2022 FLCP; the FY 2022 FLCP included updates to project scopes, budgets and schedules which are described later in more detail.

The FLCP includes both new facilities and improvements to the existing system. The freeway/highway system serving the MAG area is shown in Figure 4-1. The construction projects active in FY 2021 are outlined on the figure. The FLCP is a program of projects located throughout this network, on interstate routes, urban freeways and highways, as well as rural highways. All the facilities in this system are on the State Highway System, which is constructed, maintained and operated by ADOT.

Due to the complexity of these large projects, the work is typically broken into multiple phases to facilitate implementation. The first phase typically consists of predesign activities, which includes scoping, development and selection of alternative builds. This phase also includes environmental considerations as required by the funds utilized on the project. This work is finalized in the second phase, which consists of final design tasks and clearances. The third phase, right of way & utilities, ensures the required area for the project is acquired. The timing of this phase can vary, depending on different land use factors, and often occurs simultaneous to the other noted phases. However, this must be acquired prior to the final phase, construction, in which the work is implemented. Further, there is also funding allocated for operations and maintenance and other minor projects that affect the overall freeway/ highway transportation network within the program.

From a high level, the types of FLCP projects can be grouped into six main categories:

- ♦ New facilities (**NEW**): developing and implementing new freeway corridors and segments.
- ♦ Widening of existing facilities (**WIDEN**): improvements to existing freeway system.
- ♦ Freeway/highway traffic interchanges (**TI**): improvements to existing arterial interchanges, construction of new arterial interchanges and improvements to freeway-to-freeway interchanges.
- ♦ Maintenance & operations (**M&O**): includes work under three main areas: litter pick-up, landscaping and sweeping.
- ♦ Other programs (**OTHER**): includes minor improvements, such as drainage, noise mitigation and construction of bridges, which aid in the flow of the overall RTP freeway/highway network.
- ♦ Administrative program (**ADMIN**): also referred to as “regionwide” costs, includes funding for a number of steps that are necessary to prepare projects for eventual construction such as preliminary engineering and property management plans.

With the adoption of the RTP in 2006, a series of freeway corridors and project types were identified. To implement these from a cash flow perspective, the work within the corridors were broken into segments. Funding for the construction of the segments were broken into phases to reflect the period in which the construction would occur:

- Phase I: Construction programmed from FY 2005-2010.
- Phase II: Construction programmed from FY 2011-2015.
- Phase III: Construction programmed from FY 2016-2020.
- Phase IV: Construction programmed from FY 2021-2026.
- Phase V: Construction deferred out of the funded program.

Each completed, active, planned, and deferred segment identified as part of the Proposition 400 RTP is listed in Table A-1 in the Appendix along with its current status. The limits are reflected in the title of each segment.

4.1 Status of the Freeway Program

4.1.1 FY 2022 FLCP

As part of the FLCP annual update process, ADOT coordinates with their program management consultant to establish biannual construction and right of way cost updates. Project costs for the remainder of the funded program reflect estimates that were generated in December 2020. These estimates include the latest labor and material costs. Notable changes include:

- ◆I-10: Highline North Pedestrian Bridge/I-10: Highline South Pedestrian Bridge- The City of Tempe, with the support of the City of Phoenix and the Town of Guadalupe, requested the substitution of the I-10 Highline North Pedestrian Bridge for the I-10 Highline South (Knox Road) Pedestrian Bridge as part of the annual FLCP update process.

- ◆SR 101L (Agua Fria): 75th Avenue to I-17/SR 101L (Agua Fria): 75th Avenue TI- As part of the FY 2022 FLCP update, the SR 101L (Agua Fria): 75th Avenue to I-17 general purpose lane widening and SR 101L (Agua Fria): 75th Avenue interchange improvement were consolidated into a single project, programmed for construction in FY 2024.

- ◆SR 303L (Estrella): 51st Avenue and 43rd Avenue/I-17: I-10 Split to 19th Avenue-In December 2020, the Taiwan Semiconductor Manufacturing Company (TSMC) purchased a large tract of undeveloped land off I-17 between SR 303L and SR 74 to build a multibillion-dollar semiconductor manufacturing facility with plans to begin production by 2024. To facilitate construction and operations at the facility, two new freeway interchanges will be required along SR 303L at 43rd and 51st Avenues. To support this change, the draft FY 2022 FLCP deferred the I-17: I-10 Split to 19th Avenue project beyond the Proposition funding horizon; the funding that had been programmed was reallocated to the two identified interchanges on SR 303L.

- ◆Regionwide Advance Right of Way Acquisition- The FLCP contains a Regionwide Advance Right of Way Acquisition line item to allow for acquisition of right of way parcels prior to environmental clearance or before a determination is made that the property is needed for a particular transportation project. As part of the FY 2022 FLCP update, this line item

was increased for FY 2022 so that ADOT can explore the acquisition of a parcel to improve operations at the I-10 and Baseline Road interchange.

4.1.2 Freeway Project Status Updates

Over the past year, a series of high profile FLCP projects have progressed. As shown in Figure 4-1, a number of major construction projects were completed, underway, or advertised for bid during FY 2021. These include:

- ◆I-10 Papago: Fairway Drive (Completed)
- ◆I-17/Black Canyon: Happy Valley Road to Pinnacle Peak Road (Completed)
- ◆SR 101L/Price: Baseline Road to SR 202L/Santan (Completed)
- ◆I-10 Maricopa: I-17/Black Canyon Split to SR 202L/Santan (Underway)
- ◆I-10/Papago: SR 85 to Verrado Way (Underway)
- ◆I-17/Black Canyon: Peoria Avenue to Greenway Road (Underway)
- ◆I-17 Black Canyon: Central Avenue Bridge (Underway)
- ◆SR 24/Gateway: Ellsworth Road to Meridian Road (Underway)
- ◆SR 30/Tres Rios: SR 303L/Estrella to SR 202L/South Mountain, Phase 1 ROW Acquisition (Underway)
- ◆SR 101L/Pima: I-17/Black Canyon to Pima Road (Underway)
- ◆SR 202/Santan: Lindsay Road TI (Underway)
- ◆SR-303 Estrella: Happy Valley Road to Lake Pleasant Parkway (Underway)

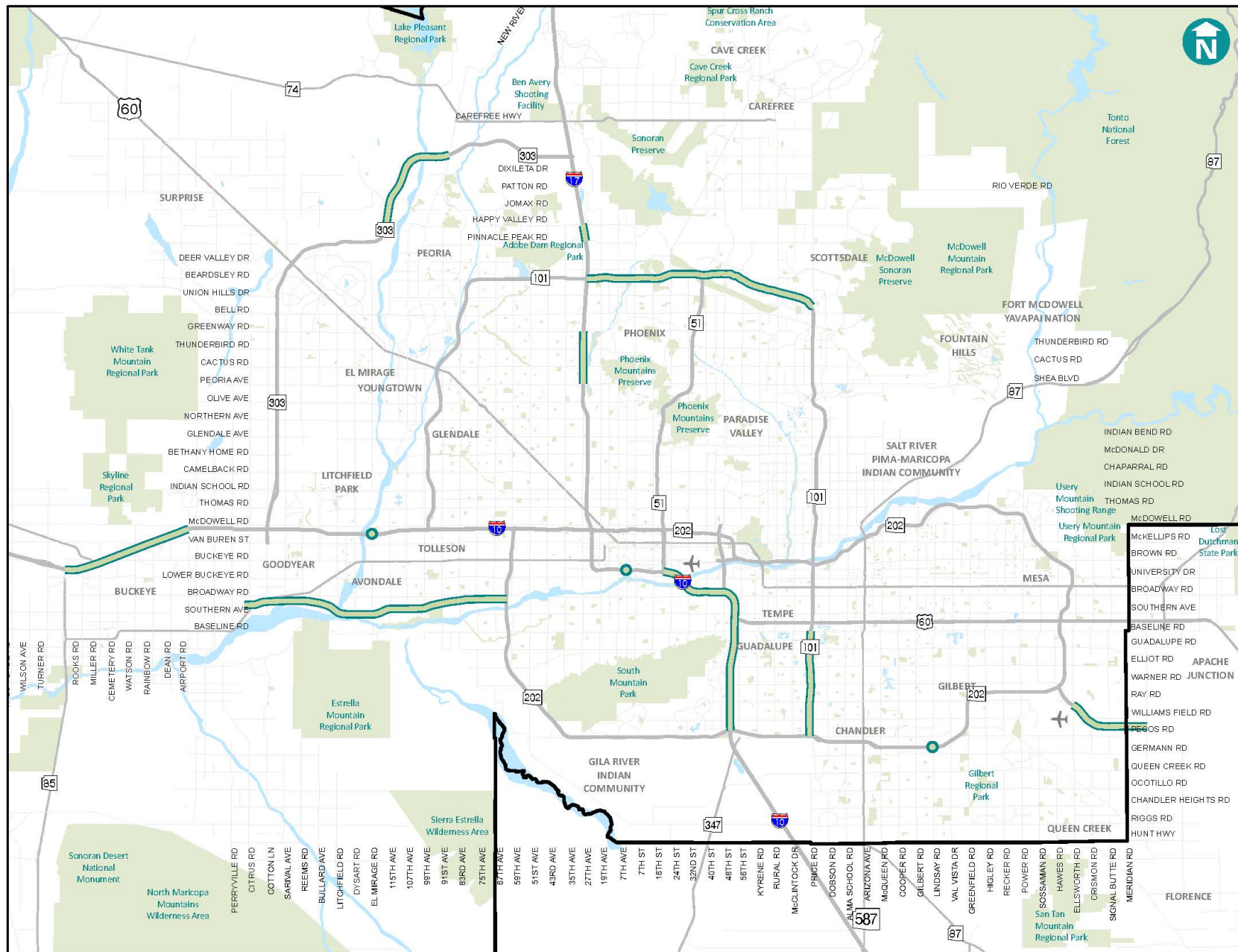
In the following sections, several of these projects will be highlighted to demonstrate the benefit they provide to the region.

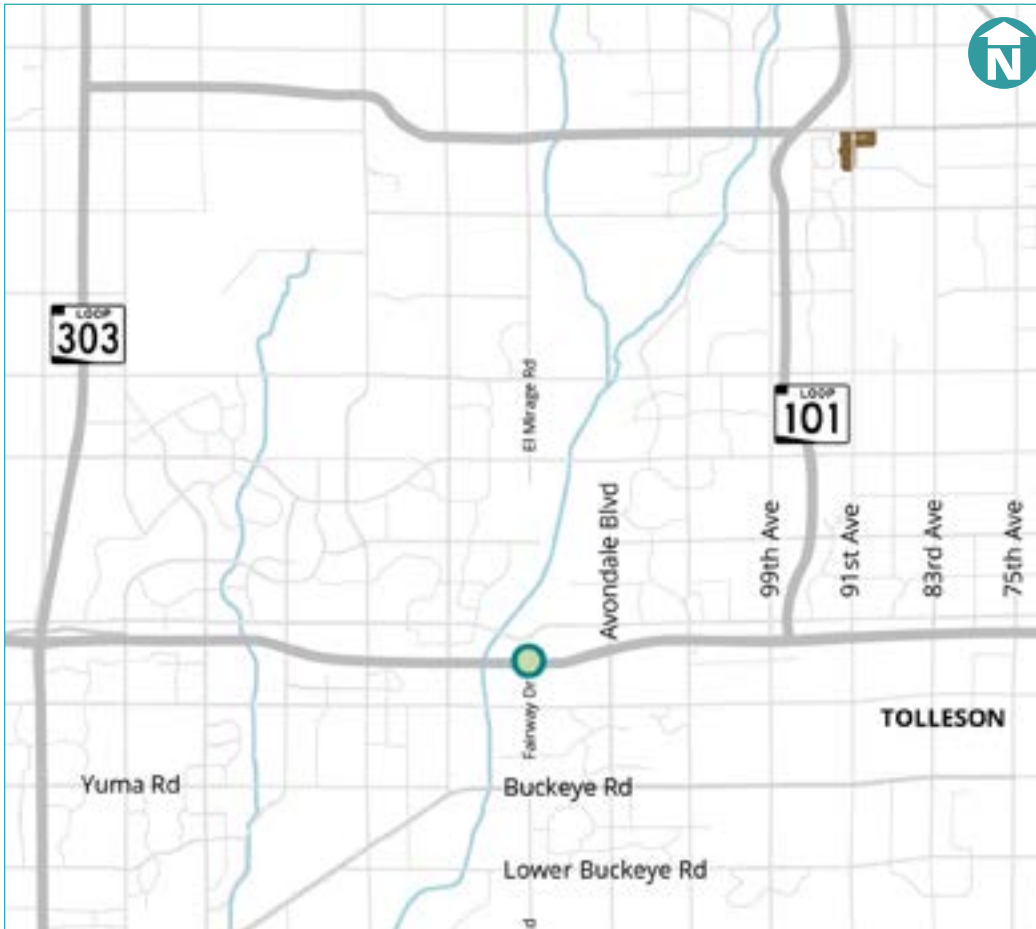
4.2 Freeway Program Funding and Costs

Table 4-1 provides a summary of past expenditures, estimated future costs and total costs by subprogram category for the FLCP. Detailed cost data is included in Table A-1 in the Appendix. In the FLCP, future costs are in Year of Expenditure (YOE) dollars.

Table 4-2 summarizes the future funding sources and uses for the FLCP between FY 2022–2026. Expenses are deducted from these sources, which includes transfers for RTP implementation identified in legislation, estimated future debt service and repayment of other financing.

Figure 4-1: FLCP 2021 Progress





GOALS



Access and
Mobility



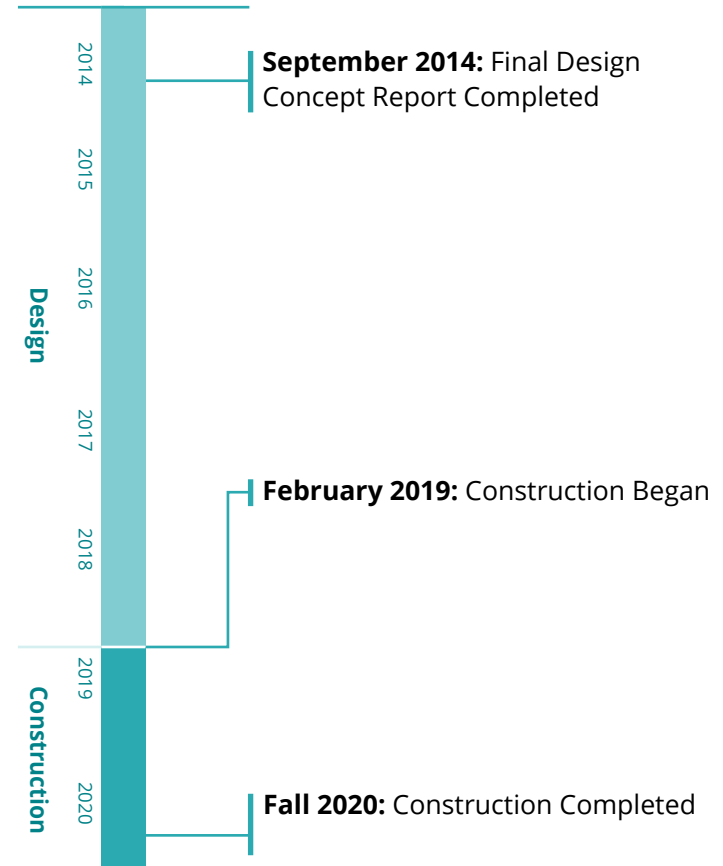
Accountability
and Planning

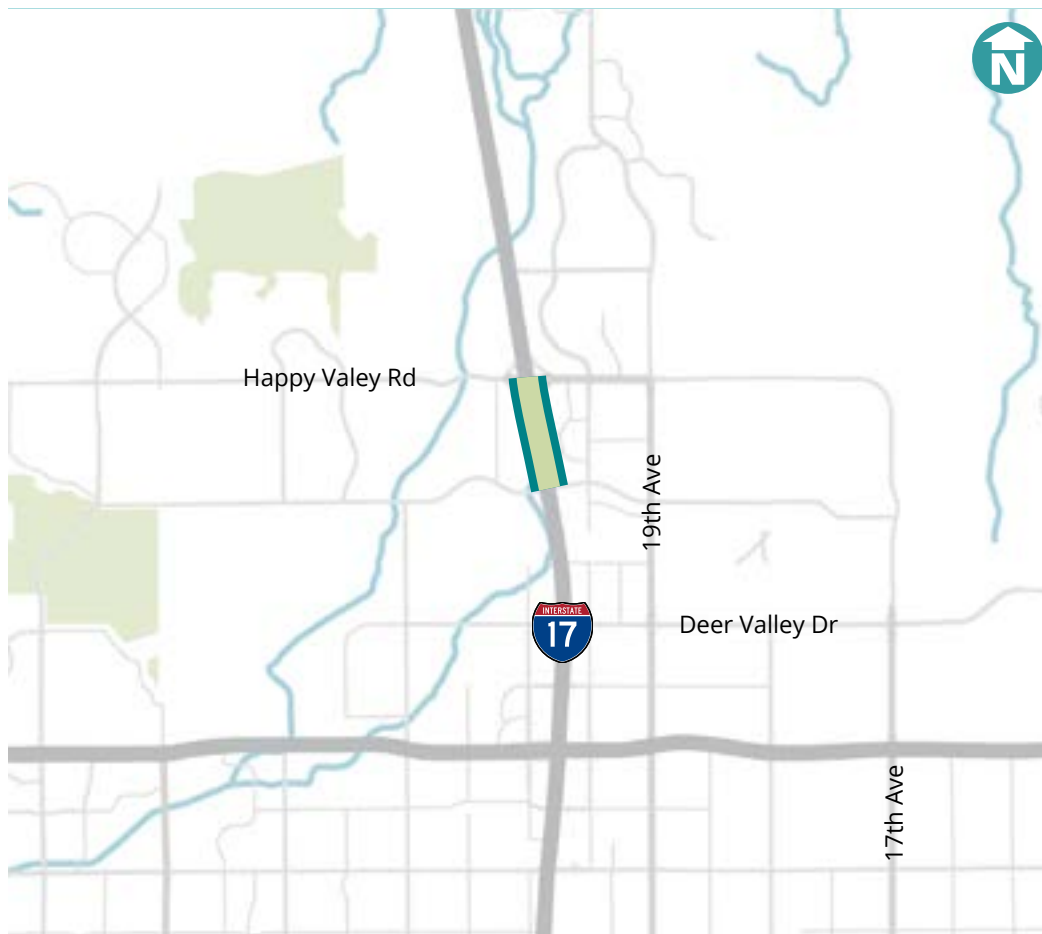
4.2.1

I-10 Papago: Fairway Drive

ADOT constructed a new traffic interchange at Fairway Drive on I-10/Papago. The improvements include a new bridge crossing over Interstate 10 and entrance and exit ramps in both directions. This project is located in Avondale.

Key Milestones



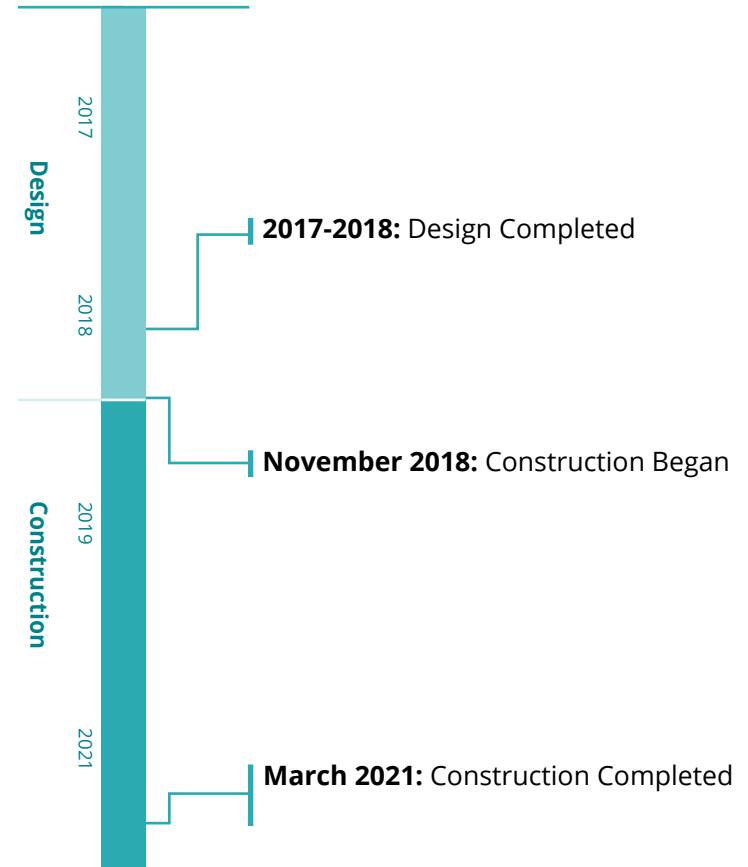


4.2.2

I-17/Black Canyon: Happy Valley Road to Pinnacle Peak Road

ADOT reconstructed the traffic interchanges on I-17/Black Canyon at Happy Valley and Pinnacle Peak roads in north Phoenix. The project includes adding an additional travel lane on I-17 and replacing a box culvert on Pinnacle Peak Road on the east side of I-17. The project is located entirely within the Phoenix.

Key Milestones



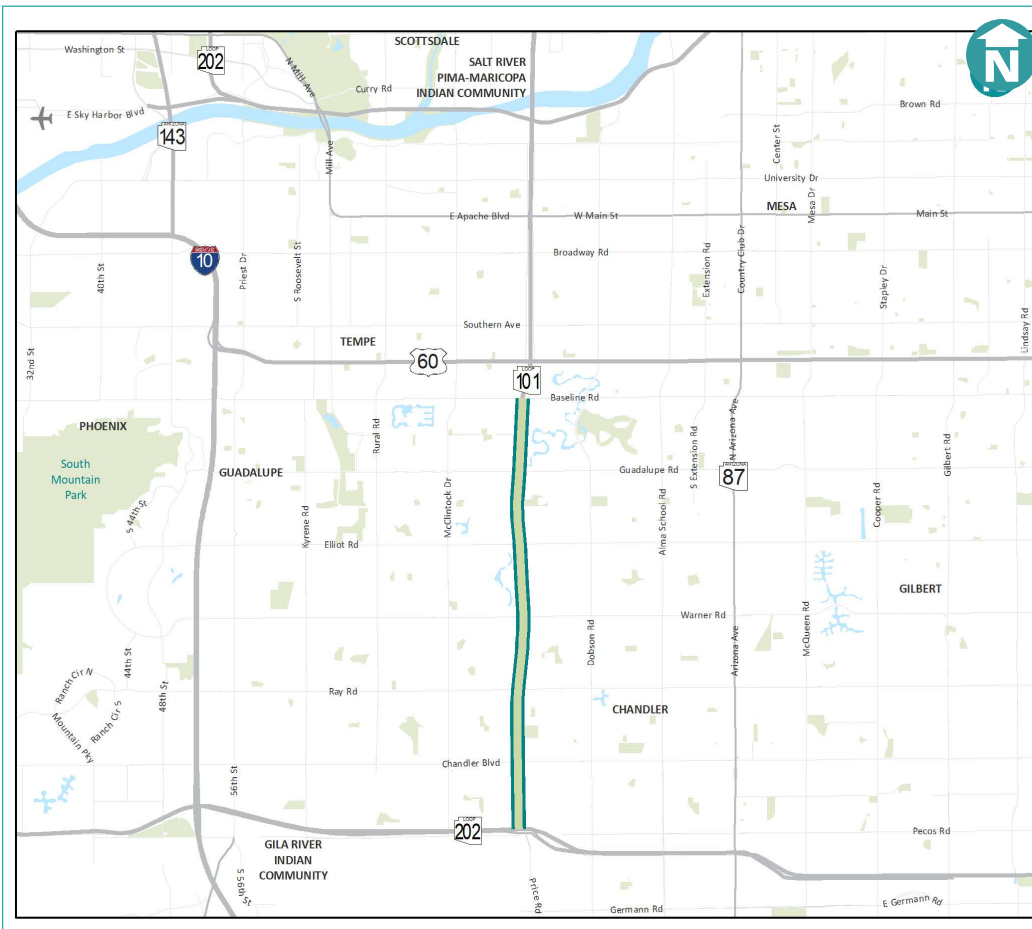
GOALS



**System
Preservation
and Safety**



**Access and
Mobility**

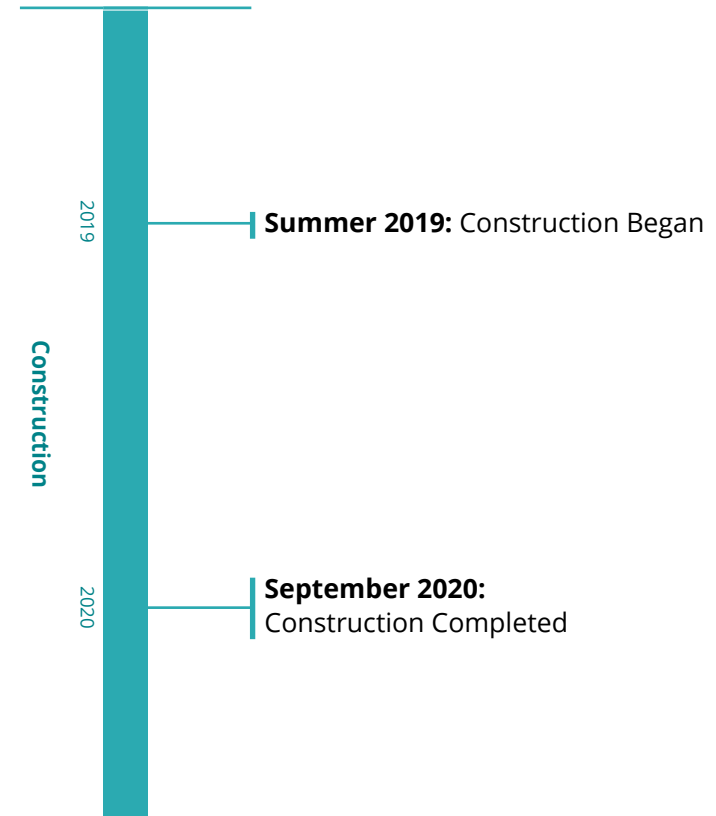


4.2.3

SR 101/Price: Baseline Road to SR 202L/Santan

ADOT improved 6.4 miles of the SR 101/Price from just north of Baseline Road to SR 202L/Santan. The project added one general purpose lane in each direction. The project is located within the cities of Tempe, Mesa and Chandler.

Key Milestones



GOALS



**System
Preservation
and Safety**



**Access and
Mobility**



GOALS



**Access and
Mobility**



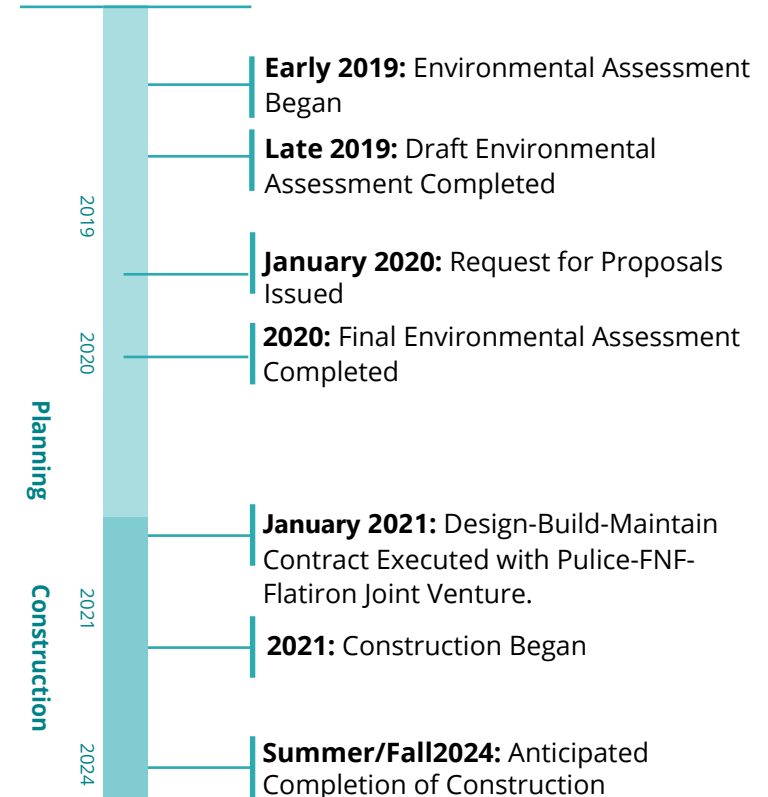
**System
Preservation
and Safety**

4.2.4

I-10 Maricopa: I-17/Black Canyon Split to SR 202L/Santan

Preliminary concepts are being studied by stakeholders for the proposed improvements to the I-10 Broadway Curve area between I-17/Black Canyon Split and SR 202L/Santan Freeway. This project is located entirely in the cities of Phoenix, Tempe and Chandler.

Key Milestones





GOALS



**Access and
Mobility**



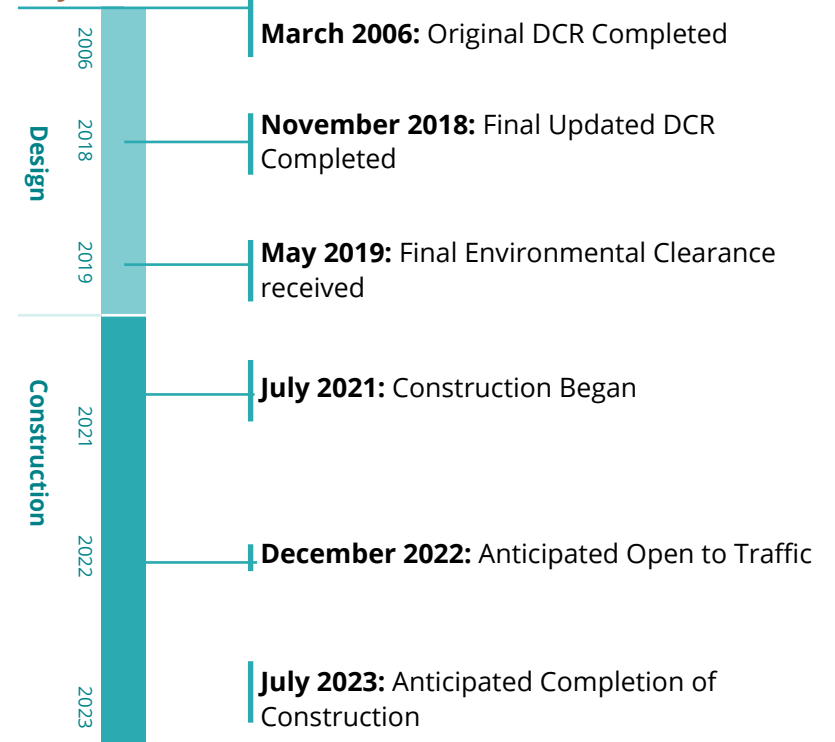
**Accountability
and Planning**

4.2.5

I-10/Papago: SR 85 to Verrado Way

The scope of this project is to add one general purpose lane in each direction in the median of Interstate 10/Papago Freeway (I-10) between State Route 85 (SR 85) and Verrado Way, and to reconstruct the traffic interchanges at Miller Road and Watson Road. The interchange reconstruction at Miller Road and at Watson Road include bridge replacement to accommodate three through lanes in each direction along each roadway. The project work will include new concrete pavement at the cross streets, new asphaltic lanes on I-10, sound walls, drainage improvements, signing and striping, FMS, ramp gore lighting, ADA improvements and seeding.

Key Milestones





GOALS



Sustaining the Environment

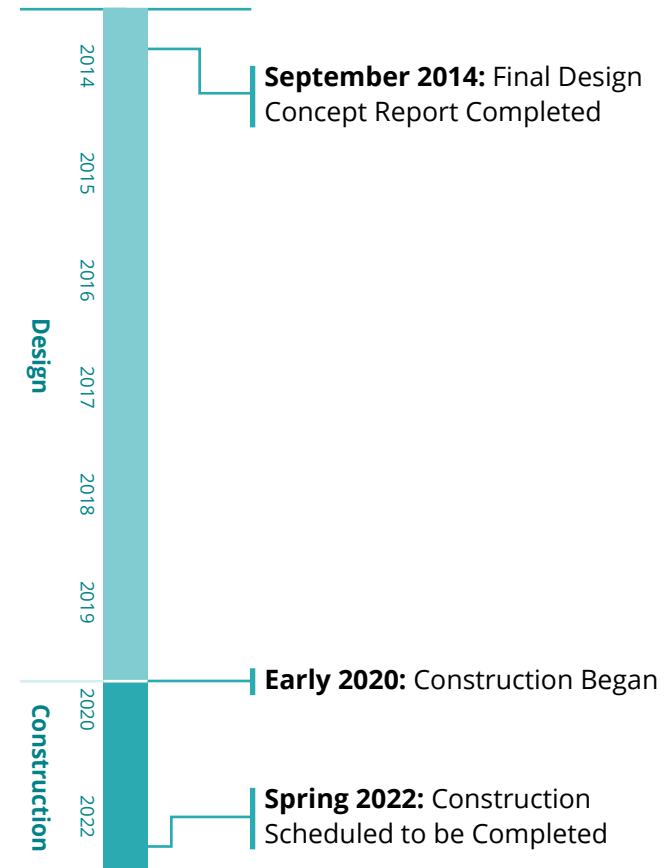


System Preservation and Safety

4.2.6 I-17/Black Canyon: Peoria Avenue to Greenway Road

ADOT is constructing improvements to the cross street drainage system along I-17 between Peoria Avenue and Greenway Road. The improvements will include a new gravity-powered storm drain system and new drainage basins.

Key Milestones





GOALS



**Access and
Mobility**



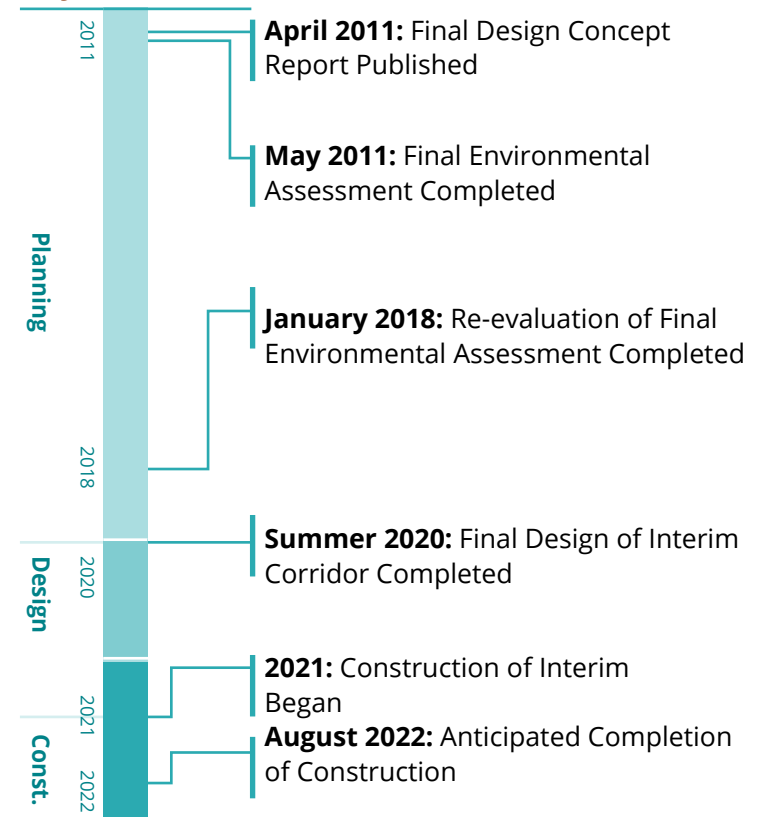
**Accountability
and Planning**

4.2.7

SR 24/Gateway: Ellsworth Road to Meridian Road

SR 24 is a planned six-lane freeway extending from SR 202L/ Santan to the Pinal County Line at Meridian Road. Since the full build-out of SR 24 is not planned until Group 3 of MAG's RTP, an interim facility is being constructed that will help serve the transportation needs of the region. The interim facility will have two lanes in each direction and will construct bridges over Ellsworth and Mountain roads. SR 24 is located entirely within Mesa.

Key Milestones





GOALS



**Access and
Mobility**



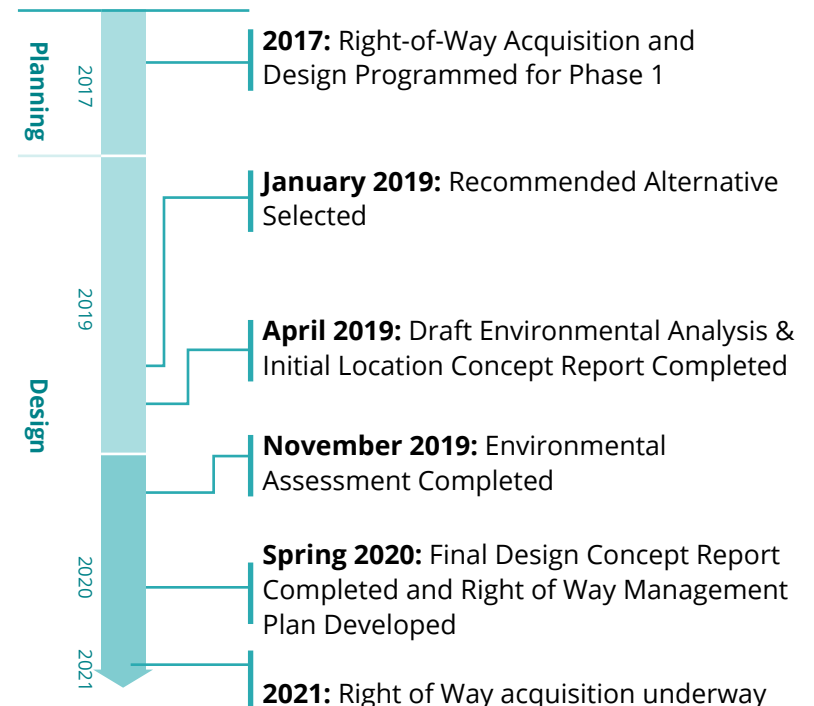
**Accountability
and Planning**

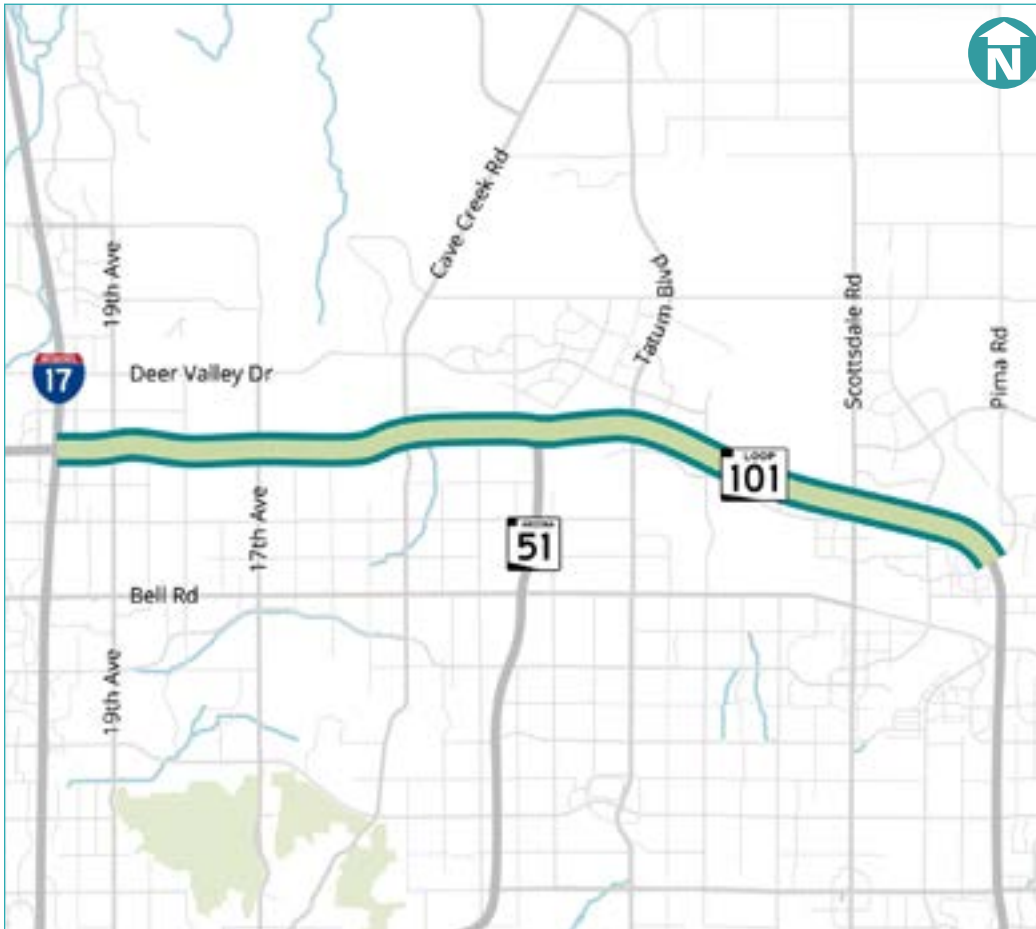
4.2.8

SR 30/Tres Rios: SR 303L/Estrella to SR 202L/South Mountain, Phase 1

SR 30/Tres Rios is planned as an east-west facility south of Interstate 10/Papago in the vicinity of Southern Avenue, extending from SR 202L/South Mountain to SR 85. The route has been identified as a six-lane freeway between SR 202L/South Mountain and SR 303L/Estrella and as an arterial roadway, with right-of-way preservation for a planned freeway facility, between SR 303L/Estrella and SR 85. SR 30/Tres Rios is located in the cities of Buckeye, Goodyear, Avondale and Phoenix, and unincorporated Maricopa County.

Key Milestones



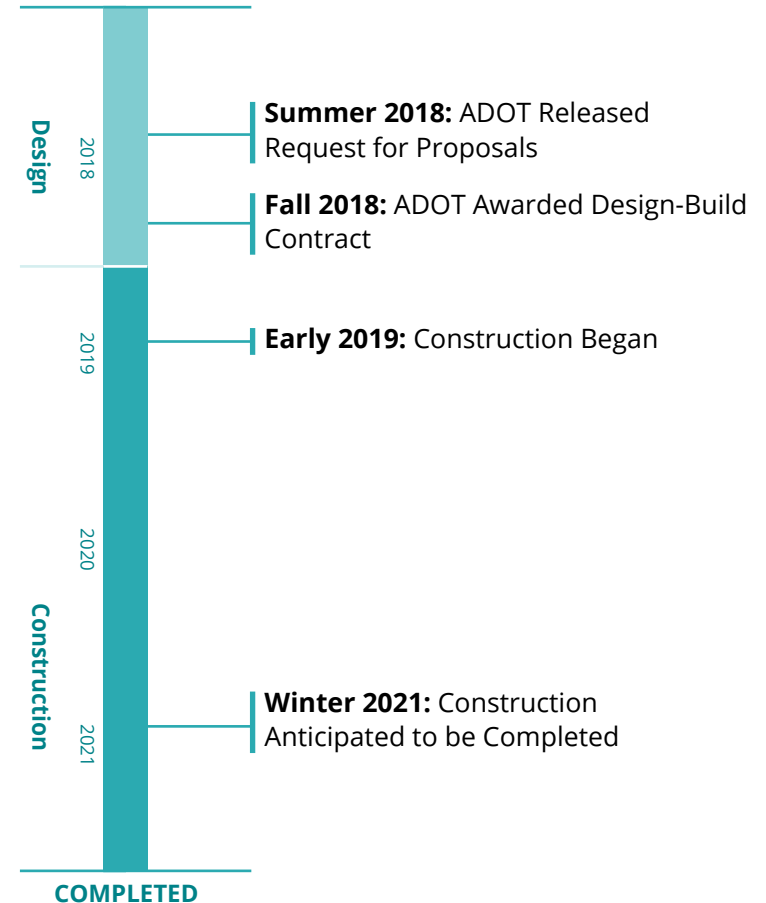


4.2.9

SR 101L/Pima: I-17/Black Canyon to Pima Road

ADOT is constructing improvements to widen SR 101L/Pima from I-17/Black Canyon to Pima Road. The project will add one general purpose lane in each direction. The project is located within of Phoenix and Scottsdale.

Key Milestones



GOALS



**System
Preservation
and Safety**



**Access and
Mobility**

4.3 Program Outlook

As part of the FLCP annual update, MAG and ADOT coordinate to perform a formal cash flow analysis using updated forecasts and YOE estimates to ensure the new draft program falls within fiscal constraint guidelines. Prior cash flow revenues are also updated to reflect actual RARF and HURF collections, FY 2021 revenues for both were slightly higher than what had been forecasted. The cash flow analysis for the draft FY 2022 FLCP shows positive year-over-year fund balance through FY 2026; the ending program fund balance is \$372 million.

Table 4-1 Freeway Life Cycle Program Summary of Expenditures and Estimated Future Costs: FY 2006-2026 (2021 and Year of Expenditure Dollars in Millions)

Category	Expenditures through FY 2021 (Year of Expenditure Dollars)				Estimated Future Costs: FY 2022-2026 (YOE Dollars)	Total Cost: FY 2006-2026 (YOE Dollars)
	Design	Right-of-Way	Construction	Total		
New Corridors	187.6	853.0	1,839.4	2,880.0	718.7	3,598.8
Widen Existing Facilities	211.11	81.1	1,835.97	2,127.95	1,550.1	3,678.02
Traffic Interchanges	87.1	142.0	758.3	987.4	743.6	1,731.0
Maintenance	6.1	0.0	216.2	222.4	76.1	298.5
Other Projects	20.6	5.6	81.6	107.8	39.5	147.3
Admin.	35.3	331.1	60.7	427.0	123.3	550.4
Total	547.9	1,412.9	4,792.1	6,752.6	3,251.4	10,004.02

Table 4-2 Freeway Life Cycle Program Future Sources and Uses of Funds: FY 2022-2026 (Year of Expenditure Dollars in Millions)

Source of Funds	
Source	Projected Future Funding FY 2022-2026 (YOE Dollars)
Prop 400: One-Half Cent Sales Tax Extension	1,518.6
ADOT Funds	1,945.0
MAG CMAQ and STP (Federal Highway)	23.9
Other Income	71.8
Bond and Loan Proceeds	0.0
Plus Beginning Balance	622.9
Less Debt Service and Other Expenses	(724.8)
Less Inflation Allowance	0.0
Total (YOE dollars)	3,457.2
Uses of Funds	
Category	Estimated Future Costs: FY 2022-2026 (YOE Dollars)
New Corridors	718.7
Widen Existing Facilities	1,550.1
Traffic Interchanges	743.6
Maintenance	76.1
Minor/Other Projects	39.5
Admin.	123.3
Cash Flow Adjustment*	(166.5)
Total (YOE dollars)	3,084.9

* This amount reconciles the net of sources and uses in Table 4-2 with the projected ending balance estimated by the ADOT Cash Flow Analysis (CFA) for the Freeway Life Cycle Program and the project costs contained in the ADOT Regional Transportation Plan Freeway Program (RTPFP) Expenditures Report.

5.0 ARTERIAL LIFE CYCLE PROGRAM

The Arterial Life Cycle Program (ALCP) extends through FY 2026 and is maintained by MAG to implement arterial street projects identified in the MAG RTP. The program meets the requirements of state legislation calling on MAG to conduct a budget process to ensure the estimated costs of the programmed arterial street improvements do not exceed the total amount of revenues available for these improvements.

The ALCP provides MAG with a management tool to administer regional funding for arterial street improvements. The ALCP receives funding from both the Prop 400 half-cent sales tax extension and federal highway programs. Although MAG is charged with the responsibility of administering the overall program, the actual construction of projects is accomplished by local government agencies that provide funding to match regional level revenues.

5.1 Program Components

The ALCP provides regional funding to widen existing streets, improve intersections and construct new arterial segments. The program also provides resources for MAG planning studies and implementation of arterial intelligent transportation system (ITS) projects. It should be noted that the funding for the construction of arterial improvements is spread throughout the 20-year period covered by the Life Cycle Program.

In certain cases, local governments plan to construct projects sooner than scheduled in the most recently approved RTP in response to local priorities and development constraints. When this occurs, the local jurisdiction implementing the project will be reimbursed according to the current fiscal year's arterial street program schedule identified in the RTP, even though construction occurs earlier. In cases when a project is deferred, the reimbursement does not occur until work is completed. Funding substitutions among an individual jurisdiction's projects and the allocation of "closeout" funds may alter the reimbursement sequence for certain projects. In some cases, advanced projects will not be reimbursed unless sales tax or other program revenues in the future are higher than currently projected.

Figure 5-1 depicts the location of ALCP projects in the MAG region that were completed or underway during FY 2021.

5.2 Fiscal Year 2022 Arterial Life Cycle Program Rebalance

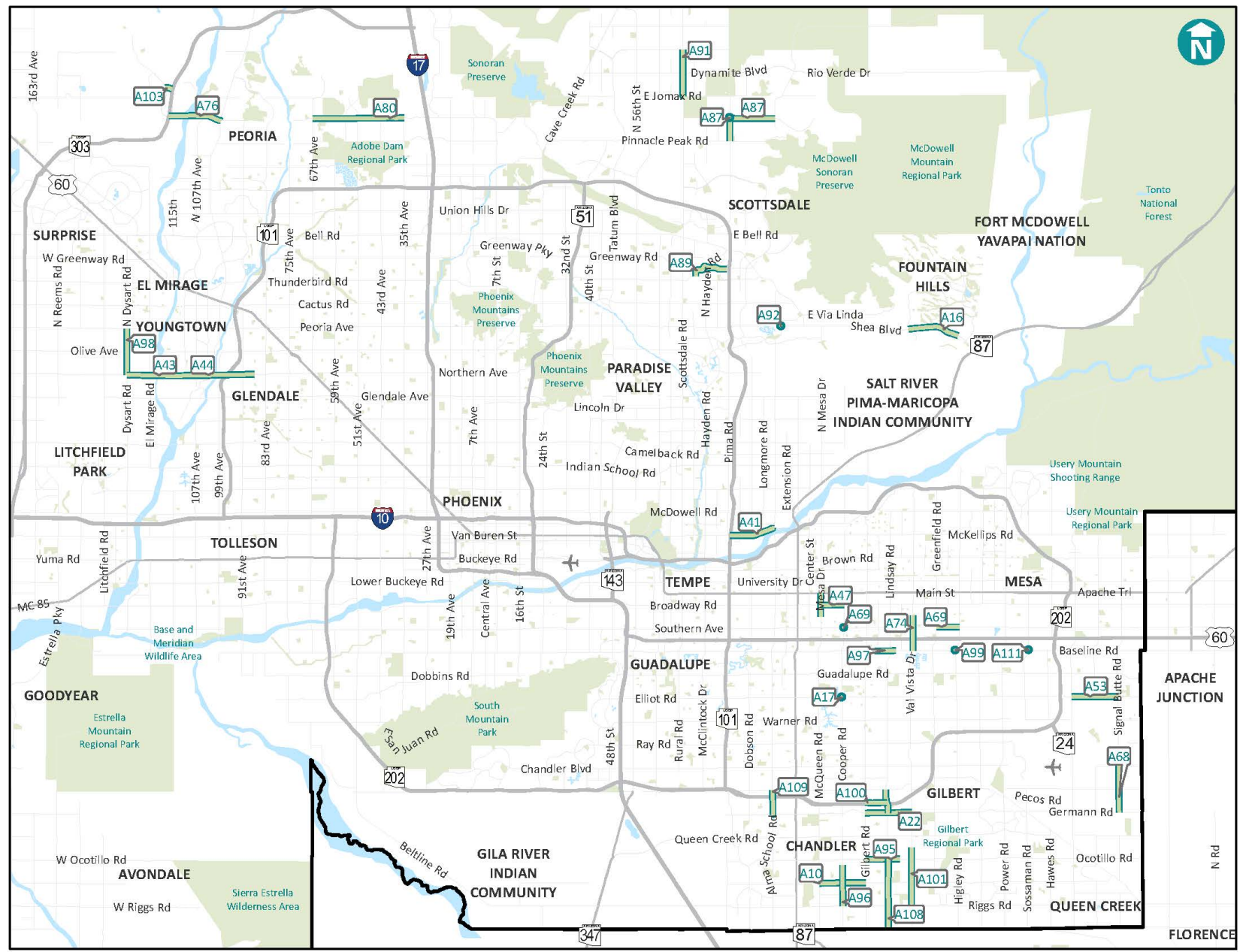
The projected ending balance of the ALCP has steadily grown due to the continued deferral of program inflation and increased revenue collections. To account for this, MAG Regional Council approved the Arterial Life Cycle Program Rebalance on June 23, 2021. The rebalance brought \$100 million back into the funded program as part of the FY 2022 ALCP update. The remaining funding is maintained in the program's fund balance to help address any future variance in program revenues.

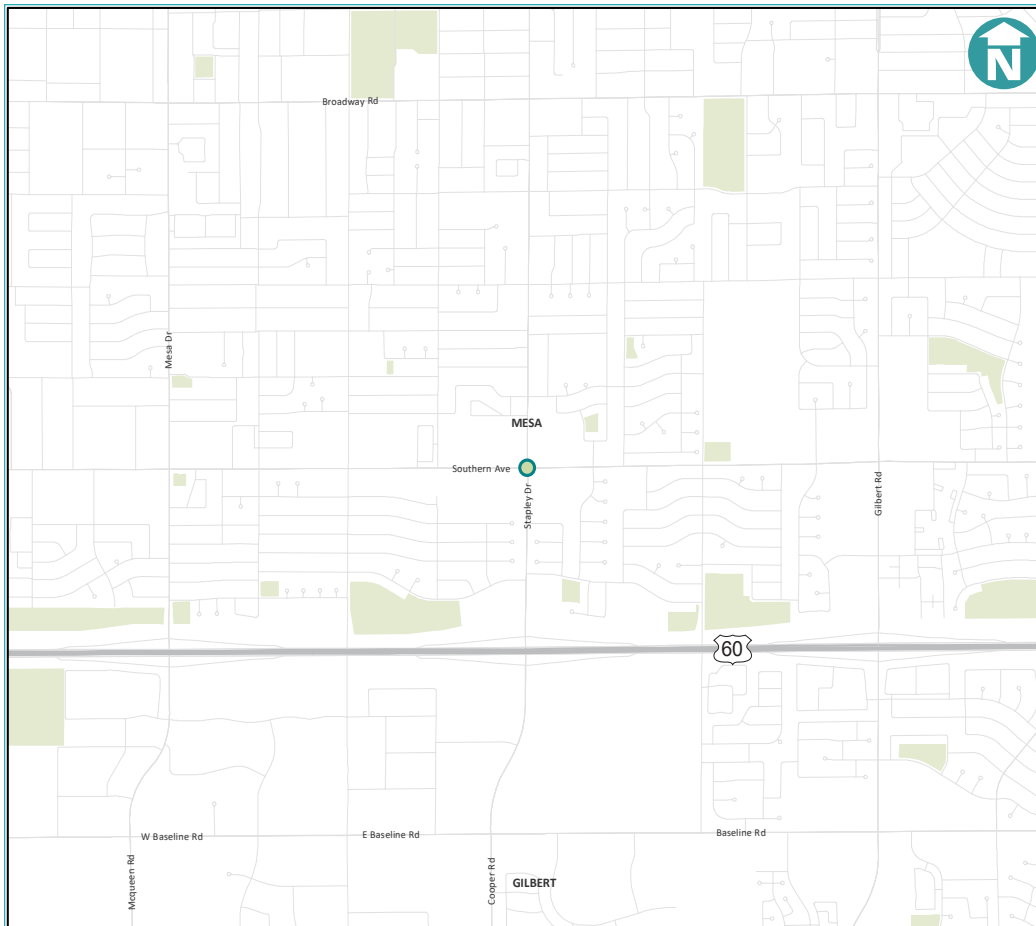
5.3 The Arterial Program Over the Past Fiscal Year

Over the past year, a series of high-profile ALCP projects progressed. A number of notable arterial construction projects were completed, underway or advertised for bid during FY 2021. These include:

- ◆ Southern Avenue at Stapley Drive (Underway)
- ◆ Cooper Road: Alamosa Drive at Riggs Road (Underway)
- ◆ Dysart Road: Northern Avenue to Peoria Avenue (Underway)
- ◆ Germann Road: Gilbert Road to Val Vista Drive (Underway)
- ◆ Val Vista Drive: Appleby Road to Riggs Road (Underway)
- ◆ Jomax Road: SR 303L to Vistancia Boulevard (Underway)

Figure 5-1: ALCP FY 2021 Projects

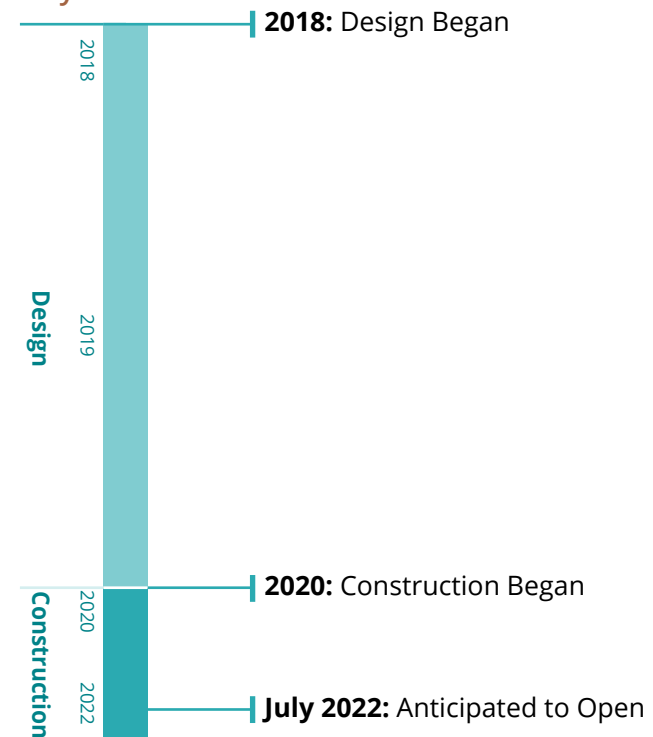




5.3.1 Southern Avenue at Stapley Drive

This project will improve the capacity and safety of one of Mesa's busiest intersections, Southern Avenue and Stapley Drive. Both of these roads are primary transit routes within the City of Mesa and the area surrounding the intersection includes medium-intensity commercial space. The scope of the project includes construction of raised medians, an additional through-lane, deceleration lanes, right-turn lanes, and bicycle lanes.

Key Milestones



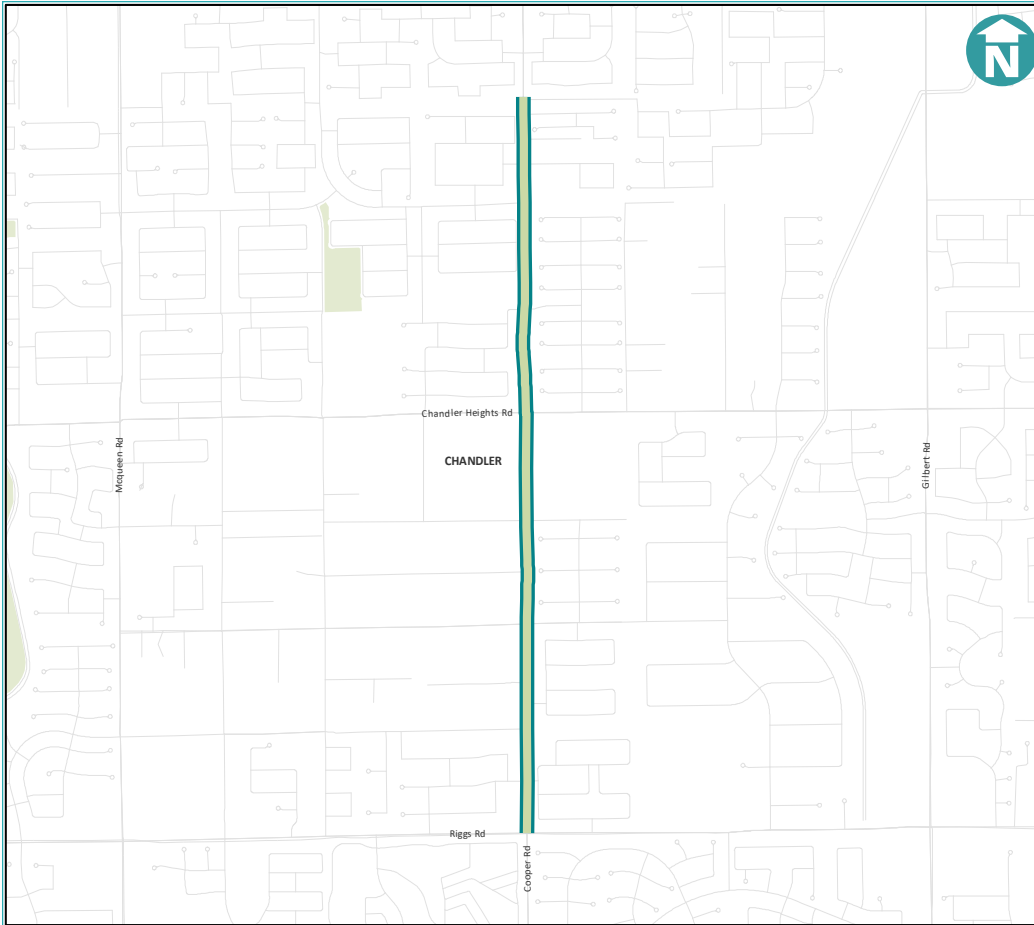
GOALS



**Access and
Mobility**



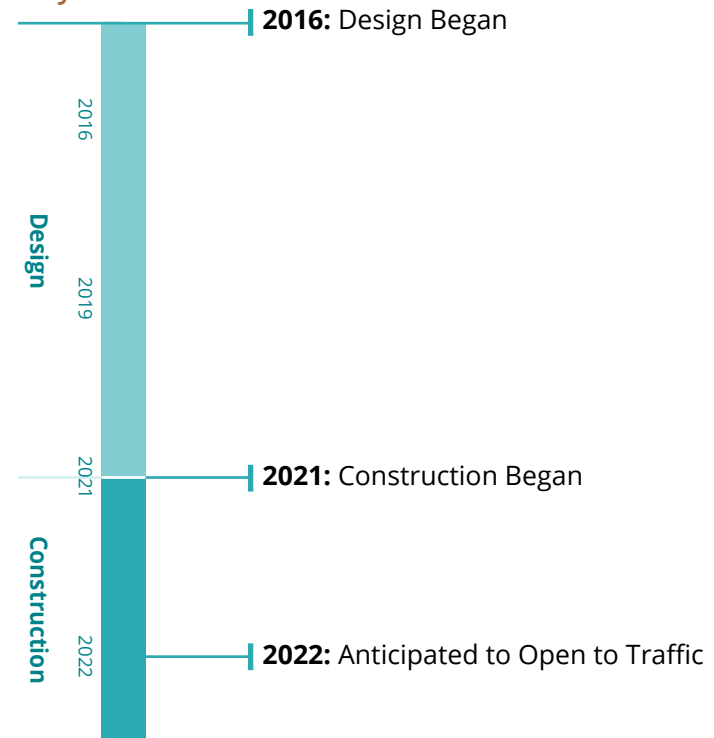
**System
Preservation
and Safety**



5.3.2 Cooper Road: Alamosa Drive at Riggs Road

Cooper Road from Alamosa Drive to Riggs Road is currently a two-lane road (one lane in each direction). This project will upgrade Cooper Road to a minor arterial roadway with four lanes (two lanes in each direction), including designated turn lanes. The project will also add bicycle lanes, sidewalks and a landscaped median. It is expected to open to the public in April 2022.

Key Milestones



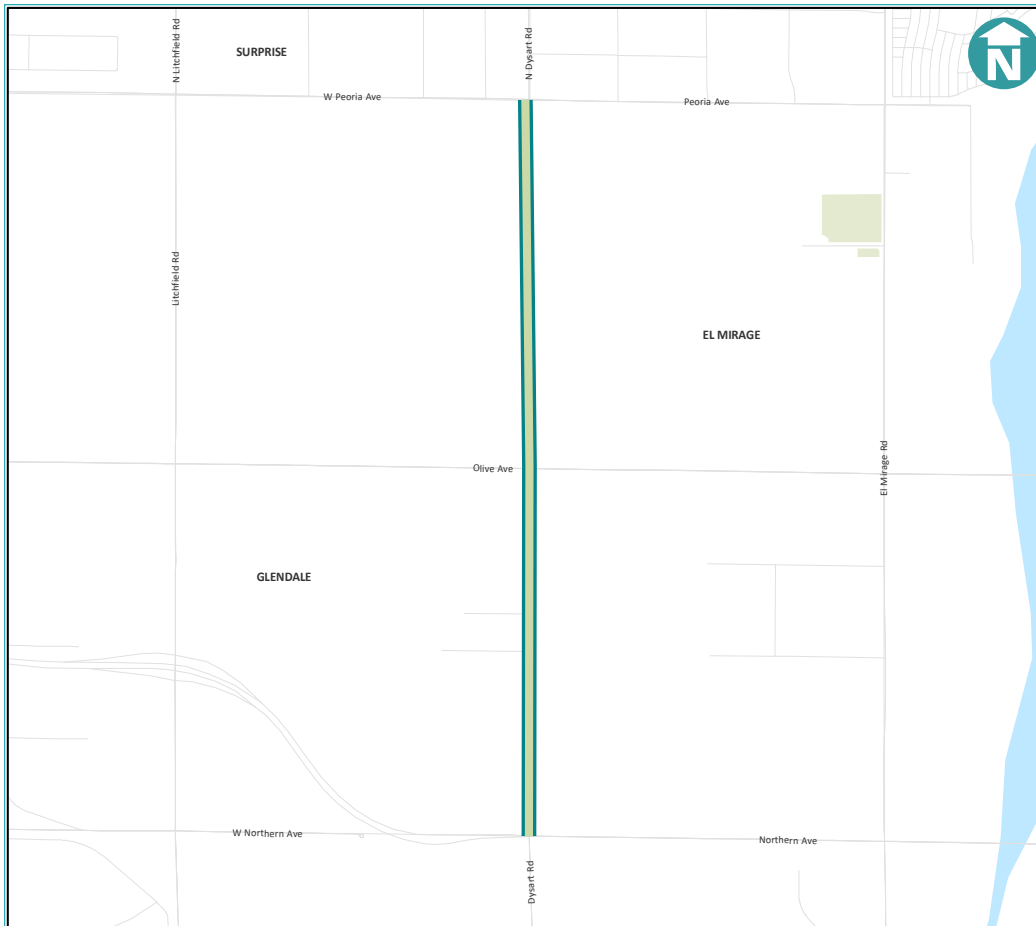
GOALS



Access and
Mobility



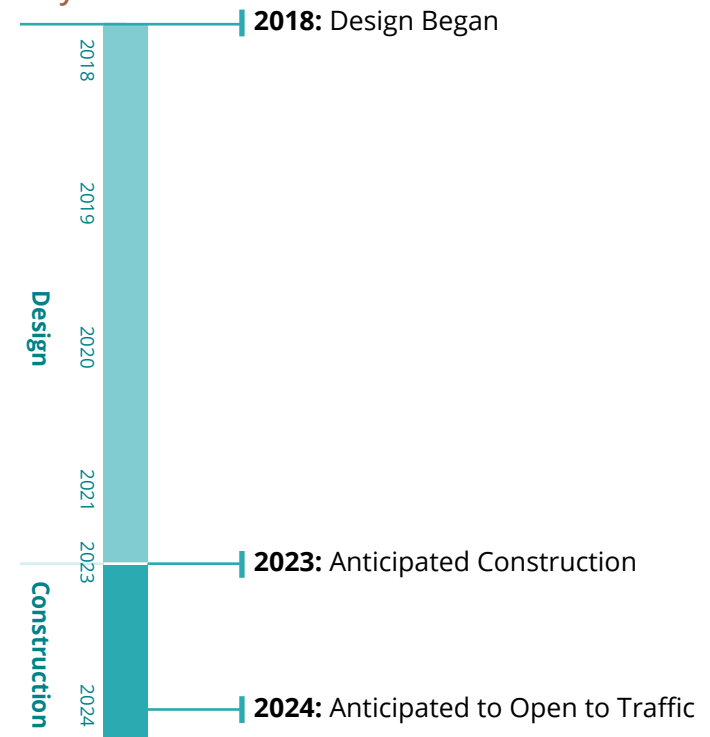
System
Preservation
and Safety



5.3.3 Dysart Road:Northern Avenue to Peoria Avenue

This multi-jurisdictional project is administered by the City of El Mirage which is responsible for the majority of the project area. Portions of the project limits also touch Maricopa County, and the Cities of Glendale and Surprise. The roadway will be widened from two lanes to four lanes. The scope includes construction of raised medians, bike lanes, ADA compliant ramps and sidewalks, and installation of roadway lighting and traffic signal interconnect conduit.

Key Milestones



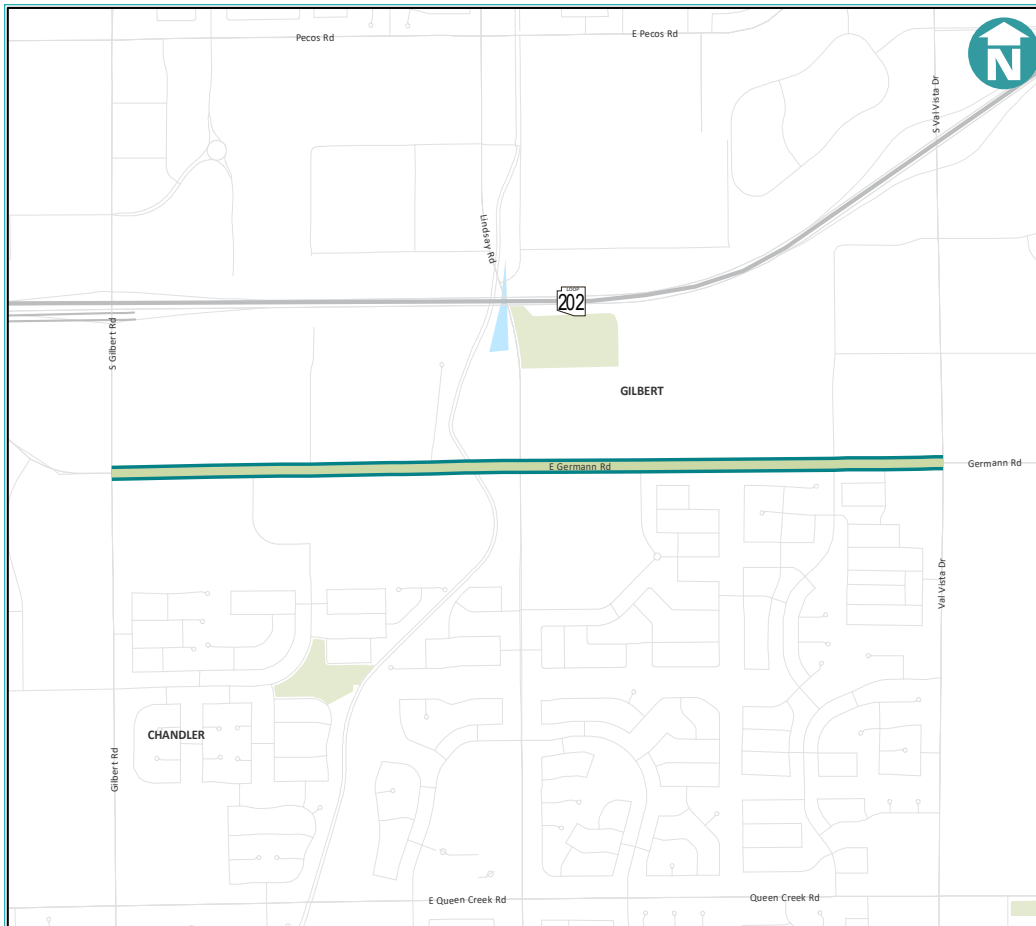
GOALS



Sustaining the Environment



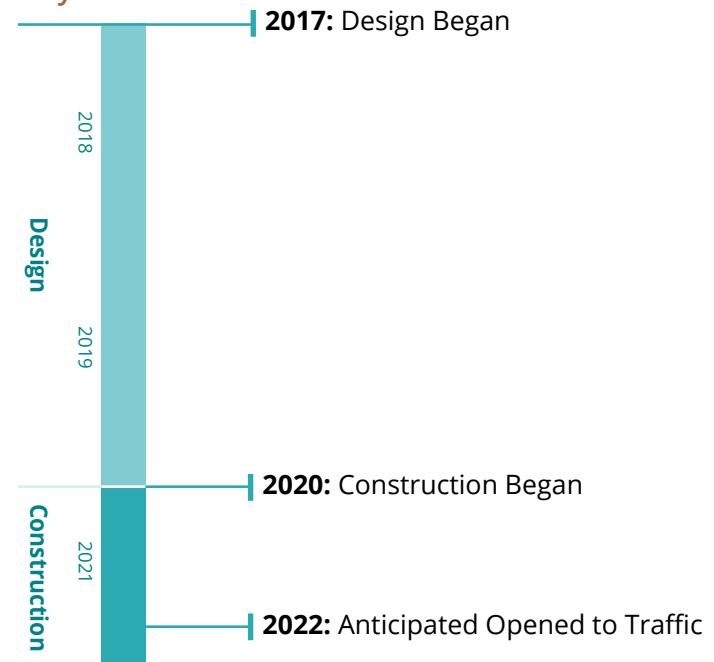
Access and Mobility



5.3.4 Germann Road: Gilbert Road to Val Vista Drive

Construction of Germann Road from Gilbert Road to Val Vista Drive began in October 2020. Improvements are underway to bring the roadway to major arterial standards including six through-lanes, a raised median, sidewalks, and bike lanes throughout the corridor. This project will improve connectivity to SR 202 and the commercial power center along the roadway.

Key Milestones



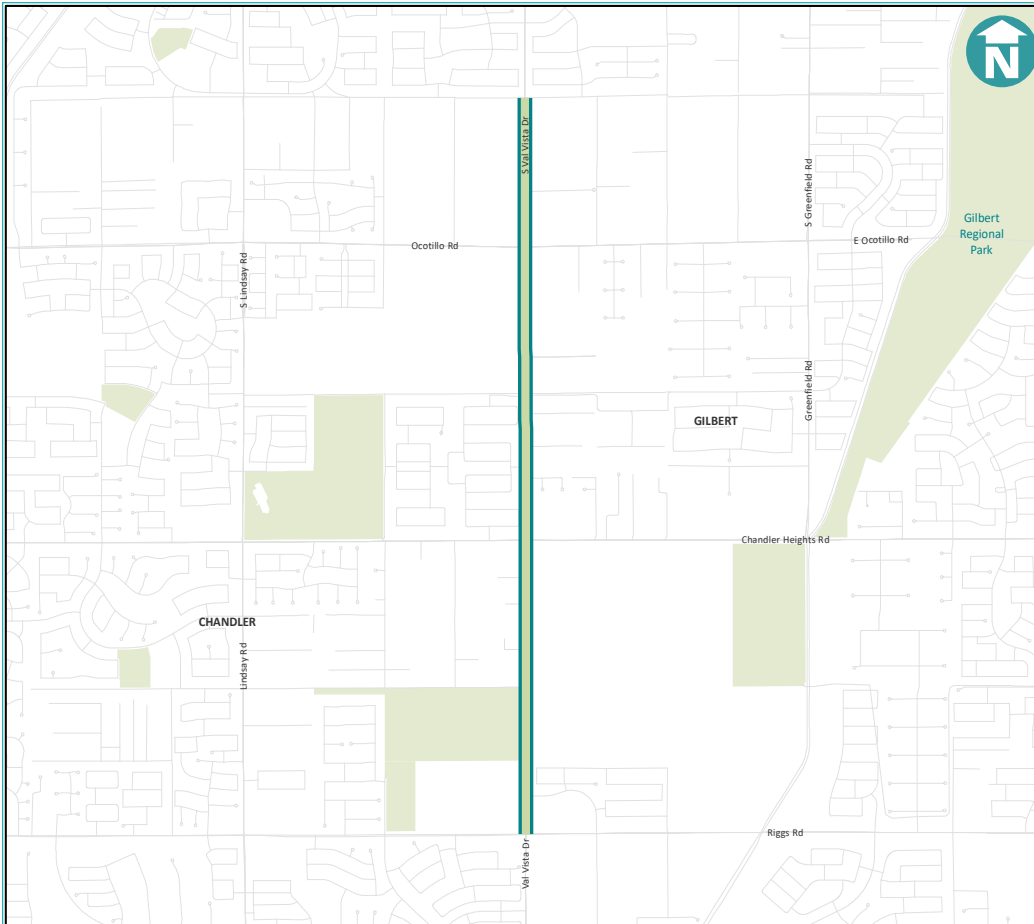
GOALS



**Access and
Mobility**



**System
Preservation
and Safety**



GOALS



**Access and
Mobility**

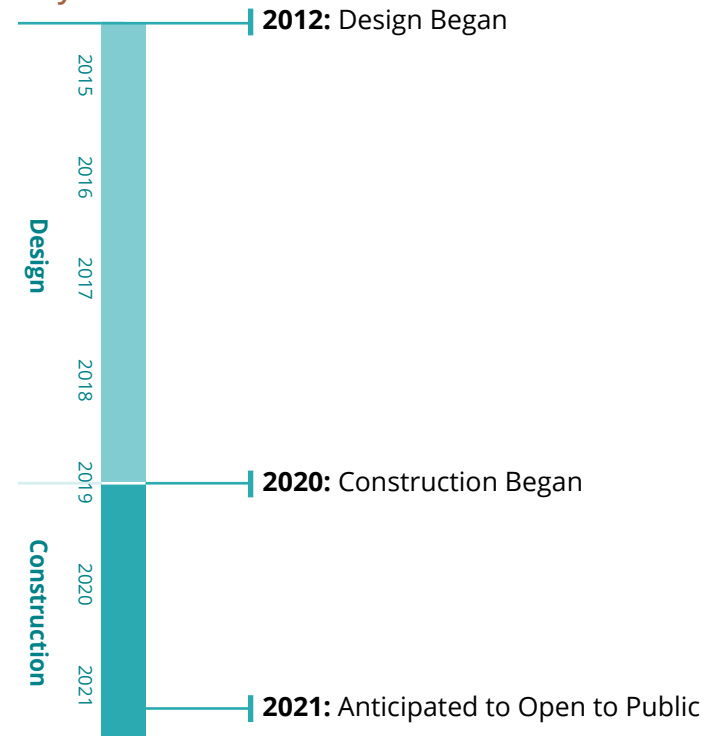


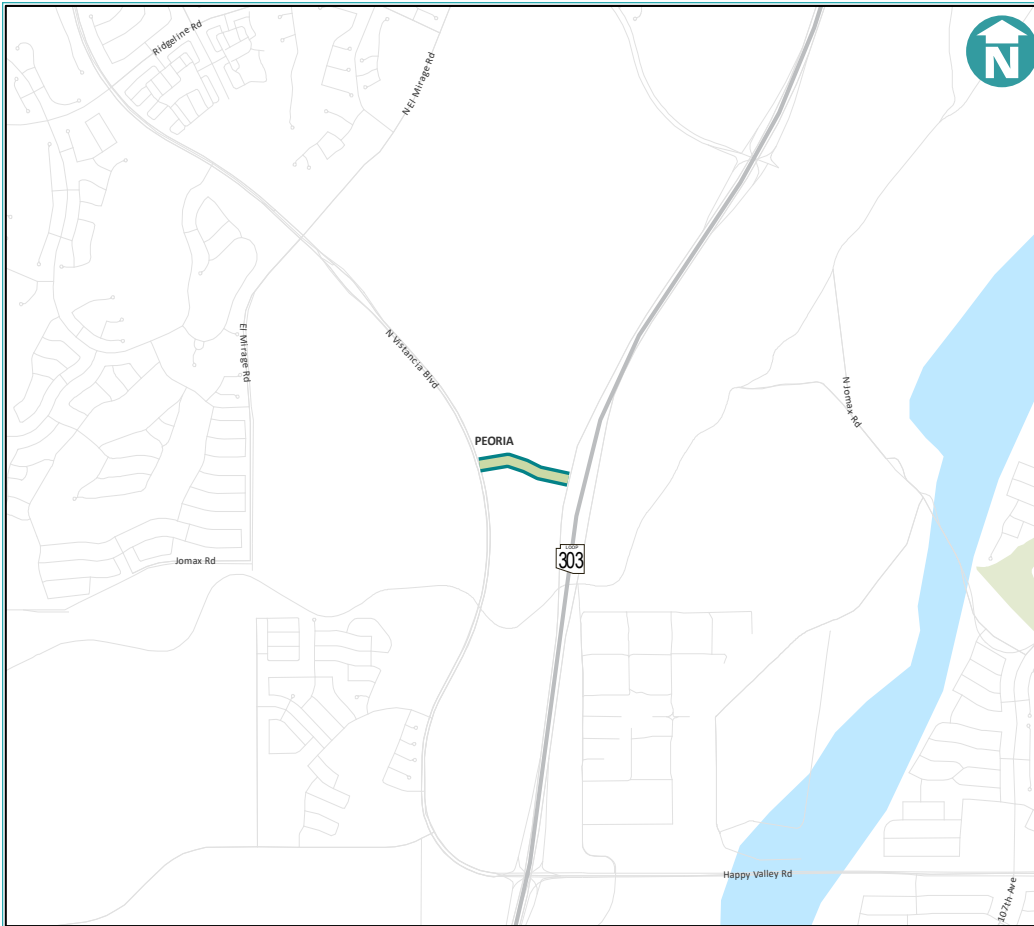
**Accountability
and Planning**

5.3.5 Val Vista Drive: Appleby Road to Riggs Road

The stretch of Val Vista Drive from Appleby Road to Riggs Road is heavily traveled by the public, and commuters experience travel delays due to long queues at the signals during rush hour. This project will widen the corridor from two to six through-lanes, relieving congestion and accommodating future development along the corridor. It includes construction of sidewalk and bike lanes, and installation of traffic signals at three intersections.

Key Milestones

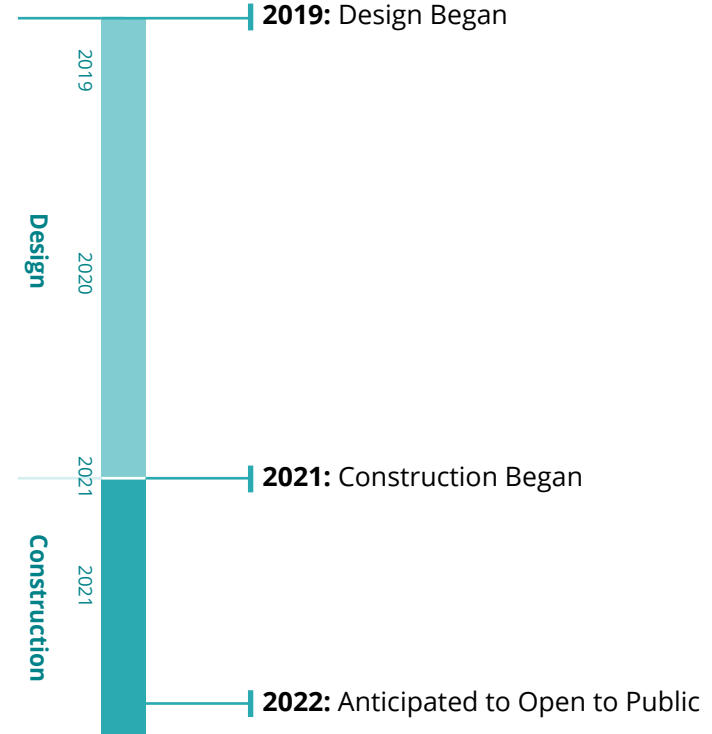




5.3.6 Jomax Road: SR 303L to Vistancia Boulevard

The extension of Jomax Road from Vistancia Boulevard to SR 303L is the first step towards the completion of this critical regional east-west arterial. This project will provide alternate access for the extensive residential developments in the area, ultimately reducing congestion and increasing the available capacity on SR 303L. The new roadway is planned to accommodate four through-lanes and a landscaped median.

Key Milestones



GOALS



Access and
Mobility



Accountability
and Planning

5.3.7 Intelligent Transportation Systems

The RTP allocated funding to assist in the implementation of projects identified in the Regional ITS Plan. ITS projects improve traffic flow and help the transportation system operate more efficiently. The focus of the arterial ITS program is to assist MAG member agencies with the development of their arterial traffic management systems to better address jurisdictional needs. The process to identify and recommend arterial ITS projects for funding was overseen by the MAG ITS Committee. The ITS Committee used an objective project rating system, which is linked to the region's ITS Strategic Plan and Regional ITS Architecture, to provide guidance in prioritizing projects.

A total of \$66 million in reimbursements was provided to ITS projects through FY 2019.

Additional funding for ITS improvements after FY 2019 was identified as part of the Systems Management and Operation Plan. This funding is now allocated and managed outside of the ALCP.

5.4 Arterial Program Reimbursements and Fiscal Status

5.4.1 Program Reimbursements

The ALCP is based on the principle of project budget caps. Under this approach, regional funding allocated to a specific project is fixed, as originally identified in the MAG 2003 RTP. The budgeted amount must be matched by the implementing, or lead, agency with a 30 percent minimum contribution to the total project costs. Any project costs above the amount budgeted are the responsibility of the lead agency. Under this funding structure, program administration focuses on tracking actual project expenditures and determining the corresponding regional share. As a result, data monitoring is primarily directed at regional funding reimbursements and total project expenditures.

During FY 2021, nearly \$67.9 million in ALCP project expenses were reimbursed or obligated to implementing agencies. This included reimbursements to nine individual agencies. Since the beginning of the program in FY 2006, a total of \$1.03 billion in reimbursements or

obligations has been provided (\$967.6 million arterial street and \$66 million ITS projects).

An additional \$21.8 million has been provided for MAG Implementation Studies for a grand total of \$1.06 billion.

Table 5-1. Arterial Street Life Cycle Program Summary of Past and Estimated Future Reimbursements: FY 2006-2026

Category	Reimbursements from Regional Funding		
	Reimbursements through FY 2021 (YOE Dollars)	Estimated Future Reimbursements : FY 2022-2026 (2021 Dollars)	Total Reimbursements: FY 2006-2026 (2021 and YOE Dollars)
Capacity/Intersection Improvements	967.6	684.0	1651.6
Intelligent Transportation Systems	66.0	0.0	66.0
MAG Implementation Studies	21.8	9.9	31.7
Total	1,055.4	693.9	1,749.2

Table 5-1 provides a summary of project reimbursements and obligations that have occurred through FY 2021. Table 5-1 also indicates the anticipated level of future reimbursements for the period FY 2022 – 2026. As indicated, a total of \$684.0 million is anticipated to be reimbursed during this period for all ALCP categories. Appendix tables B-1 and B-2 provide detailed information on reimbursements and obligations associated with individual ALCP projects. The appendix tables also compile total project expenditures, which include local funding on the projects. This local funding, to date, has represented approximately 42.0 percent of total project costs.

5.4.2 Future Fiscal Status

Table 5-2 summarizes the future funding sources and uses applicable to the ALCP for FY 2022–2026. Sources for the Life Cycle Program include the Prop 400 half-cent sales tax (\$284.5 million), and federal highway STBGP funds (\$256.7 million). Including a beginning balance of approximately \$165.7 million, this yields a net total of \$725.8 million (2021\$) for use on arterial street projects (including implementation studies) through FY 2026.

Table 5-2 also lists the estimated future regional funding reimbursements totaling \$693.9 million, identified in the Life Cycle Program for the period FY 2022–2026. As shown, projected ALCP revenues are above estimated future reimbursements, with a \$31.9 million surplus.

5.5 Arterial Street Program Outlook

On June 23, 2021, the MAG Regional Council approved the FY 2022 ALCP. The RARF forecast, released by the ADOT in fall 2020, indicated a slight decrease in half-cent revenues. Given the amount of reimbursements that were deferred beyond the funding horizon, the temporary elimination of program bonding and project inflation remained in place. On December 2, 2020, the MAG Regional Council approved changes to the ALCP Policies and Procedures to permanently eliminate program inflation in order to grow the surplus in advance of the ALCP program rebalance.

Table 5-2. Arterial Street Life Cycle Program Future Sources and Uses of Funds: FY 2022-2026 (2021 and Year of Expenditure Dollars in Millions)

Source of Funds	
Source	Projected Future Regional Funding FY 2022-2026 (YOE Dollars)
Prop 400: One-Half Cent Sales Tax Extension	284.5
Federal Highway / MAG CMAQ	18.9
Federal Highway / MAG STBGP	256.7
Other Income	0.0
Bond and Loan Proceeds	0.0
Plus Beginning Balance	165.7
Less Debt Service	0.0
Total	725.8
Uses of Funds	
Category	Estimated Future Regional Disbursements: FY 2022-2026 (2021 Dollars)
Capacity/Intersection Improvements	684.0
Intelligent Transportation Systems	0.0
MAG Implementation Studies	9.9
Total	693.9

6.0 TRANSIT LIFE CYCLE PROGRAM

The Transit Life Cycle Program (TLCP) is the management tool for the implementation of transit projects identified in the MAG RTP. The program is maintained and implemented by the RPTA, and utilizes funding from the Prop 400 half-cent sales tax, federal transit funds, fare revenues and local sources. The TLCP allocates funding to support regional bus operations, purchases of transit fleet and the construction of passenger facilities, maintenance facilities and high capacity transit including light rail and street car. The portion of the half-cent sales tax allocated to the transit program is known as the Public Transportation Fund (PTF).

6.1 Transit Program Over the Last Fiscal Year

The TLCP includes funding for Freeway BRT/Express, Arterial BRT, supergrid and other bus services. This includes operations, vehicle fleet and new capital facility improvements to the regional bus network. An overview of the status of the bus operations and capital projects in the TLCP are included below.

6.1.1 Bus Projects

The TLCP represents ongoing commitments to transit service in the MAG region. In the past year, and throughout the life of the program, several service types have been in operation including Bus Rapid Transit/Express service, Supergrid service, paratransit service, rural routes, and commuter vanpools. Service type definitions can be found in Appendix C.

Bus Operations

Underway:

- ◆ Due to the ongoing coronavirus pandemic no new routes were implemented in FY 2021

Planned:

- ◆ No Proposition 400 funded routes planned in FY 2022

Bus Capital: Facilities

Underway:

- ◆ Laveen Park and Ride and Transit Center

Planned:

- ◆ North Glendale Park and Ride

Bus Capital: Fleet

FY 2021 vehicle purchases will include both replacement and expansion buses:

Underway:

- ◆ 137 vehicles (includes expansion and replacement buses and vans)

Planned:

- ◆ 1,053 vehicles (includes expansion and replacement buses and vans, including 226 planned in FY 2022)

The TLCP includes funding for Freeway Express, supergrid and other bus services. This includes operations, vehicle fleet and new capital facility improvements to the regional bus network. An overview of the status of the bus operations and capital projects in the TLCP are included in the following sections. Emphasis is placed on detailing activities in FY 2021 and reviewing service additions anticipated during the next four years (FY 2022–FY 2025).

6.1.2 Rail Projects

The TLCP also includes funding for the construction of High Capacity/Light Rail Transit projects.

High Capacity / Light Rail Transit: Corridors

Underway:

- ◆ 5.5-mile corridor south along Central Avenue to Baseline Road
- ◆ 3.0-mile Tempe Streetcar
- ◆ 1.6 mile light rail extension to Metrocenter mall (Northwest Extension Phase II)

Planned:

- ◆ 1.5 mile light rail extension to 17th Avenue/Jefferson (Capitol Extension)

High Capacity / Light Rail Transit: Support Infrastructure

Underway:

◆ Upgrade of the Valley Metro Operations and Maintenance Center (OMC) to accommodate the expansion of the system from the current 27 miles to 66 miles by 2034. Construction includes expanding various maintenance buildings, adding five new storage tracks and adding new service and cleaning facilities.

6.2 Summary of Transit Program Funding and Costs

Transit Life Cycle Program Update

Due to the uncertainty presented by the coronavirus pandemic, a full TLCP update was not prepared in FY 2021. Several coronavirus relief bills provided federal funding to help support transit operations and offset regional and local costs. The next update of the TLCP is anticipated in late 2021 or early 2022.

6.3 Transit Program Outlook

Estimated future costs for the period of FY 2022–2026 are in balance with projected future funds available with a remainder of approximately \$79 million (2021\$). The life cycle process requires a balance be maintained through effective financing and cash flow management, value engineering of projects, and plan and program adjustments as necessary. Achieving operating efficiencies by consolidating contracts also helps to improve the financial position. Valley Metro will continue to work with its members and MAG to program additional improvements.

On December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) was signed into law; the act included \$14 billion in Federal Transit Administration (FTA) relief funds to help support the transit industry. Funding is provided at a 100-percent federal share with no local match required. MAG Regional Council approved the allocation methodology for local operators in February 2021. RPTA is receiving approximately \$19.8 million for bus, demand service and vanpool operations. VMR is allocated approximately \$20.5 million. This VMR allocation reduces the regional and local commitments for operations.

On March 11, 2021, the American Rescue Plan Act of 2021 (ARP) was signed into law; the act included an additional \$30.5 billion in Federal Transit Administration (FTA) relief funds to help support the transit industry. Funding is provided at a 100-percent federal share with no local match required. In May 2021, MAG Regional Council approved the allocations for local operators, which is consistent with the allocations used for CRRSAA. RPTA is receiving approximately \$48.4 million for bus, demand service and vanpool operations. VMR is allocated approximately \$50.2 million. This VMR allocation reduces the regional and local commitments for operations.

Table 6-1 Transit Life Cycle Program Cost Changes
(Table 6-1 Transit Life Cycle Program Cost Changes 2020,
2021 and Year of Expenditure Dollars in Millions)

Category	2020 Annual Report Total Costs: FY 2006 - 2026 (2021 and YOE Dollars)	2021 Annual Report Total Costs: FY 2006 - 2026 (2021 and YOE Dollars)	Change in Total Costs: 2020 vs. 2021	Percent Change in Total Costs: 2020 vs. 2021
Bus Operations: BRT/Express	79.7	78.4	-1.31	-1.64%
Bus Operations: Regional Grid	765.3	882.5	117.25	15.32%
Bus Operations: Other	856.0	830.9	-25.12	-2.93%
Bus Capital Projects: Facilities	266.9	270.9	4.02	1.51%
Bus Capital Projects: Fleet	880.8	939.7	58.87	6.68%
Light Rail Transit: Support Infrastructure	681.0	715.5	34.49	5.06%
Light Rail Transit Capital: Route Extensions	2,860.0	2,882.1	22.07	0.77%
Total	6,389.7	6,599.9	210.27	3.29%

As noted in the transit appendix tables, the "funding start date" for a number of bus routes shifted beyond FY 2026, due to TLCP adjustments made in FY 2009, FY 2010, and FY 2012. Additionally, in FY 2011, four BRT/Express routes were eliminated and the City of Phoenix assumed funding for four other BRT/Express routes already in service.

Table 6-2 Transit Life Cycle Program Summary of Expenditures and Estimated Future Costs: FY 2006-2026 (2021 and Year of Expenditure Dollars in Millions)

Category	Expenditures: through FY 2021 (Year of Expenditure Dollars)			Estimated Future Costs: FY 2022-2026 (2021 Dollars)	Total Costs: FY 2006 - 2026 (2021 and YOY Dollars)
	Operations	Capital Investments	Total		
Bus Operations: BRT/Express	68.5	--	68.5	9.9	78.4
Bus Operations: Regional Grid	612.9	--	612.9	269.6	882.5
Bus Operations: Other	589.0	--	589.0	241.9	830.9
Bus Capital Projects: Facilities	--	242.2	242.2	28.7	270.9
Bus Capital Projects: Fleet	--	682.2	682.2	257.5	939.7
Light Rail Transit: Support Infrastructure	--	592.2	592.2	123.3	715.5
Light Rail Transit Capital: Route Extensions	--	1,437.0	1,437.0	1,445.0	2,882.1
Total	1,270.41	2,953.57	4,223.98	2,375.99	6,599.97

Figure 6-1: FY 2021 Express Bus Funding Sources

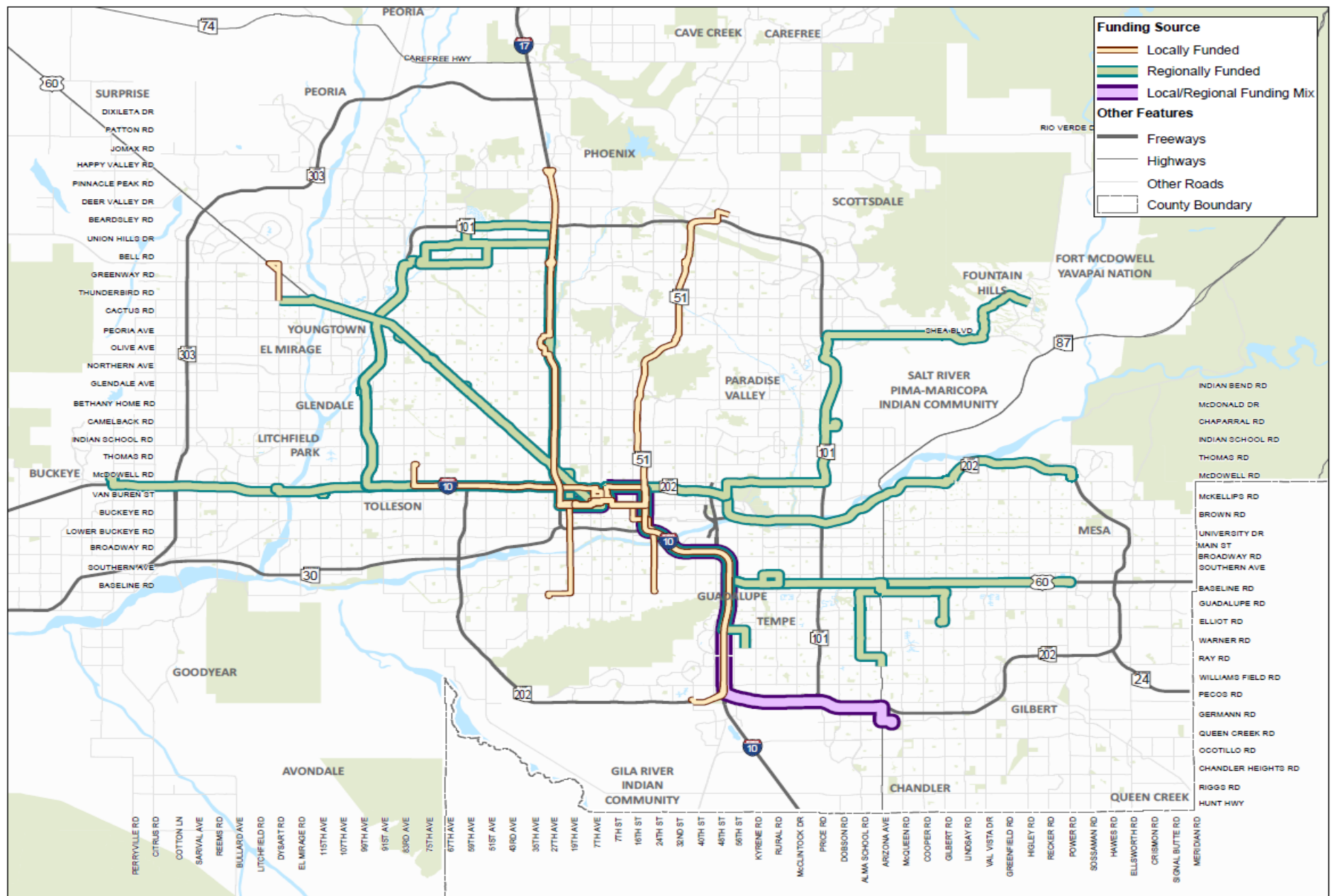


Figure 6-2: FY 2021 Local Bus Funding Sources

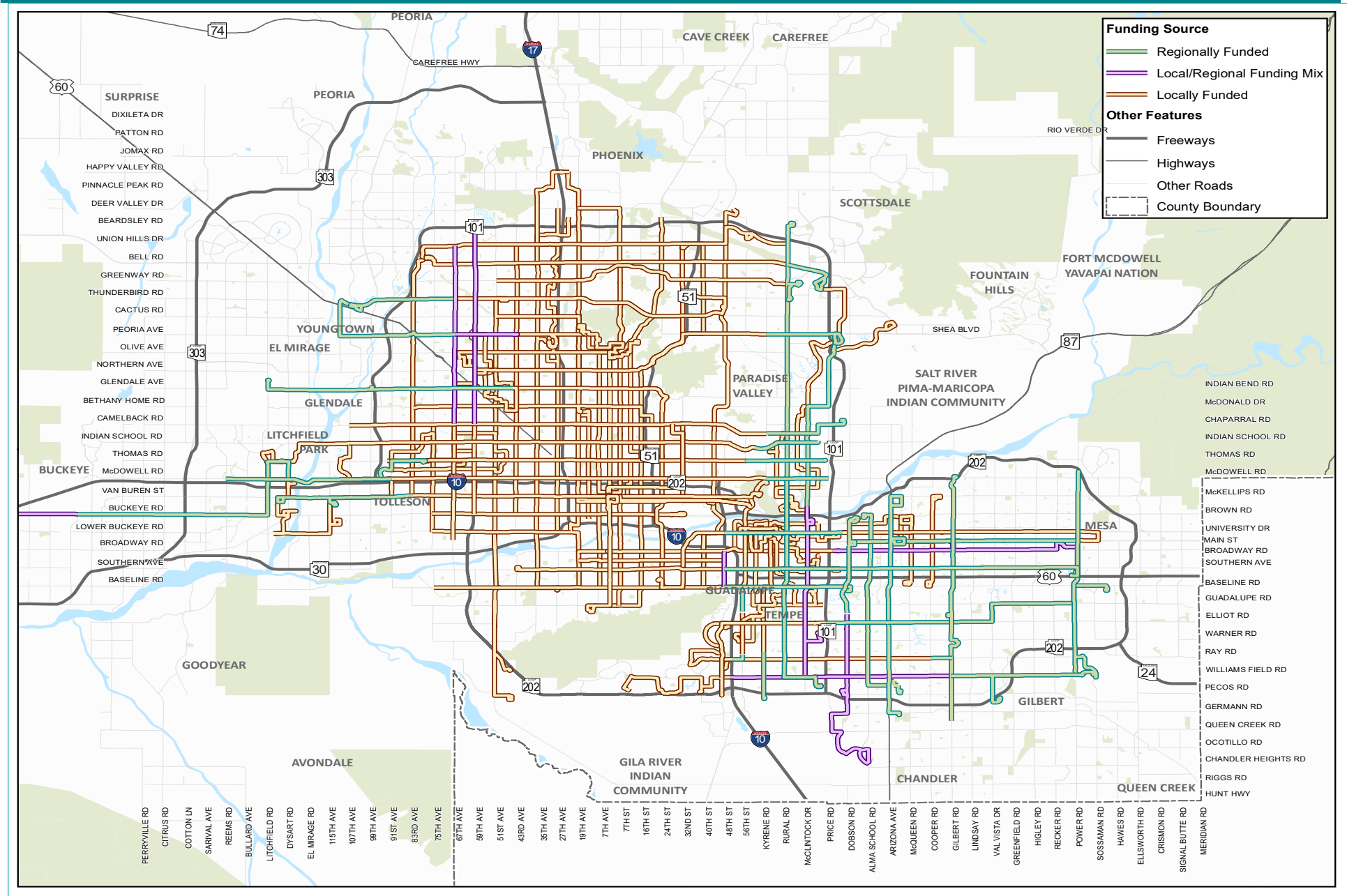


Table 6-3 Transit Life Cycle Program
Future Sources and Uses of Funds: FY 2022-2026
(2021 and year of Expenditure Dollars in Millions)

Sources of Funds	
Category	Projected Future Funding: FY 2022-2026 (YOE Dollars)
Prop 400: One-Half Cent Sales Tax Extension	899.96
Regional Area Road Fund	27.47
Federal Transit / Formula Program Funds	323.61
Federal Transit / Discretionary Program Funds	536.65
Federal Highway/ MAG CMAQ	100.05
STP-AZ	15.62
Other Income	506.89
Bond and Loan Proceeds	0.0
Bus Farebox Revenues	39.44
Plus Beginning Balance	79.95
Less Debt Service	(91.8)
Less Inflation Allowance	(29.17)
Total (2021\$)	2,408.66

Uses of Funds	
Category	Estimated Future Costs: FY 2022-2026 (2021 Dollars)
Bus Operations: BRT/Express	24.1
Bus Operations: Regional Grid	280.4
Bus Operations: Other	233.3
Bus Capital Projects: Facilities	5.2
Bus Capital Projects: Fleet	281.1
Light Rail Transit: Support Infrastructure	114.5
Light Rail Transit Capital: Route Extensions	1,391.5
Total (2021\$)	2,330.1

Figure 6-3: Light Rail Transit (LRT)/High Capacity Transit

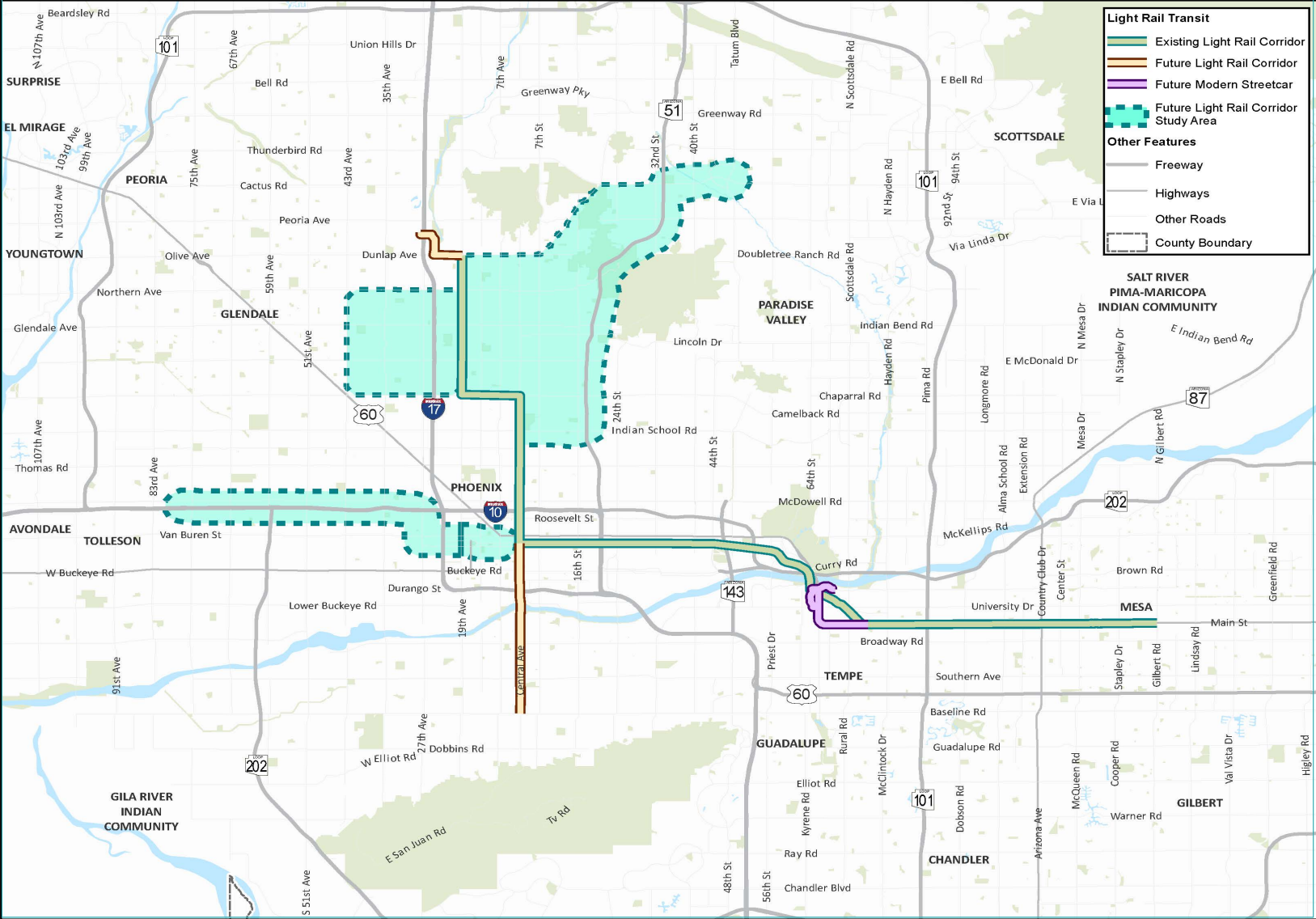


Table 6-4 Capital Funding Sources by Project (Year of Expenditure Dollar, Millions)

Project Segment	Local Funding	CMAQ*	FTA Formula	Regional/PTF	CIG**	Total
Minimum Operating Segment	560.49	59.75	-	198.75	587.20	1,406.19
Mesa Drive	-	51.00	-	70.72	75.00	196.72
Northwest Phase I	89.69	-	-	236.55	-	326.24
Gilbert Road Extension	9.94	164.47	-	-	-	174.41
Tempe Streetcar	13.00	11.40	-	92.97	75.00	192.37
South Central/HUB***	427.26	108.00	-	280.00	529.83	1,345.09
Northwest Phase II***	213.20	-	-	30.00	158.12	401.32

*South Central CMAQ includes \$5.5 M from STBGP-Flex

**The ARP Act CIG money for the South Central Extension (\$81 million) and the Tempe Streetcar (\$17 million) have not yet been incorporated into the TCLP, because the impact on the projects' allocations have not yet been determined.

***Does not include expenses for Concurrent Non-Project Activities (CNPA)



GOALS



**Access and
Mobility**



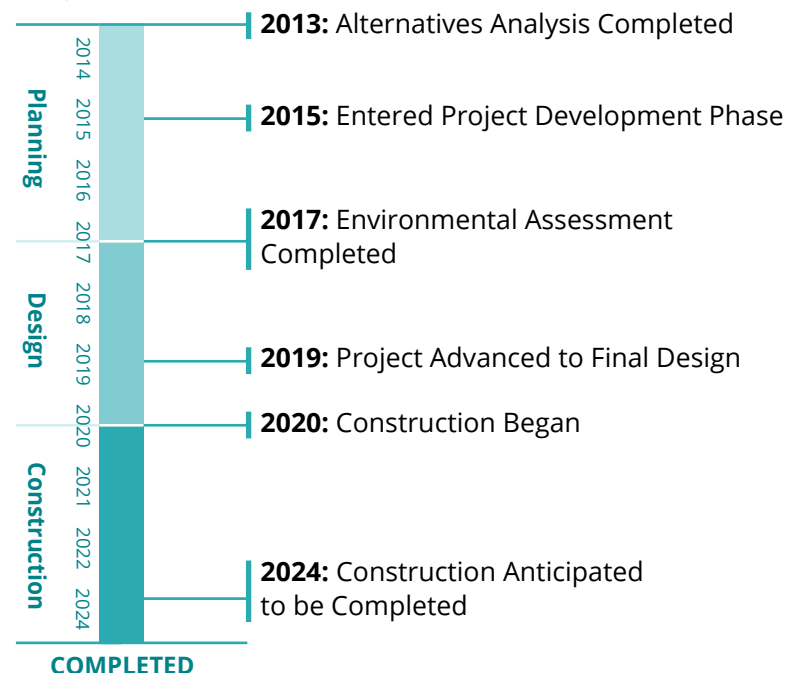
**Sustaining the
Environment**

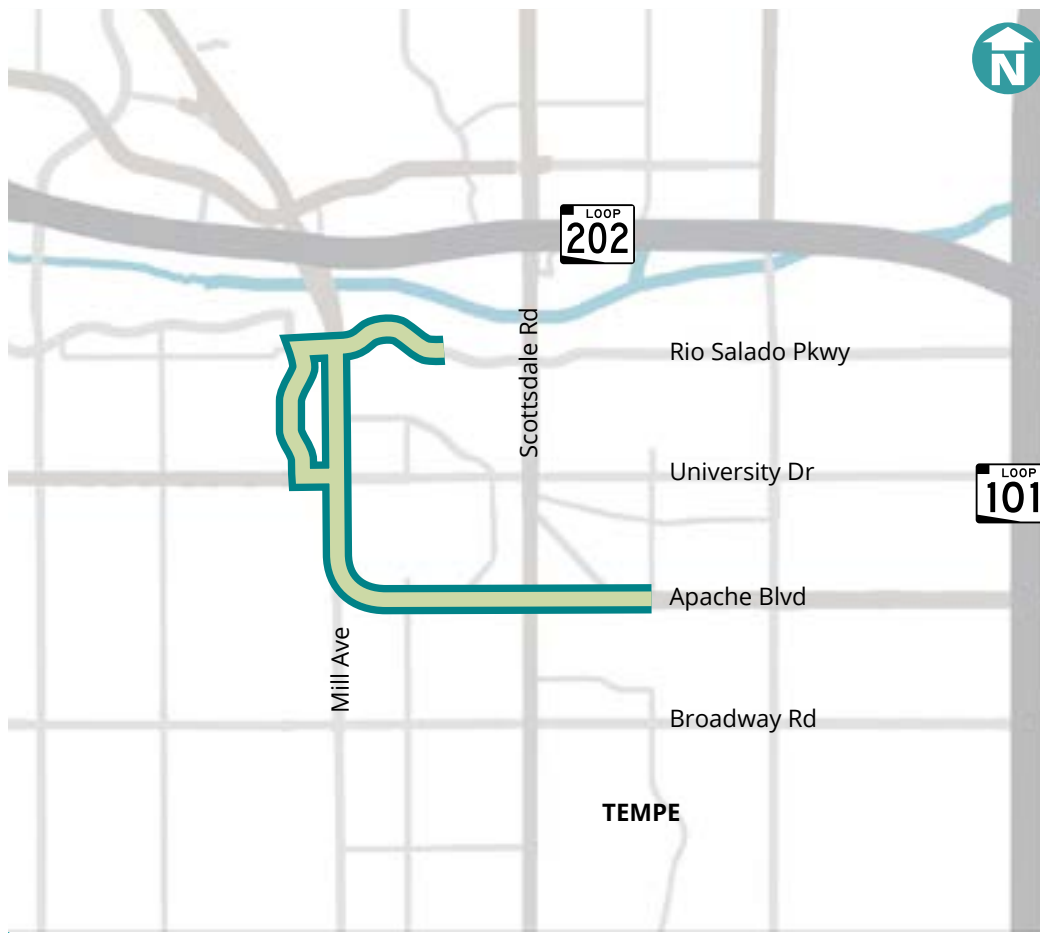
6.4.1 South Central/Downtown Hub

The South Central Extension/Downtown Hub project is planned to connect to the current 28-mile LRT and extend south along Central Avenue to Baseline Road. This project was amended into the RTP in 2015. The project has an anticipated completion in late 2024 and is programmed to be funded by federal, City of Phoenix and regional half-cent funds.

This project includes a reconfigured downtown hub and adding new stations along Central Avenue and Washington Street. The four stations in the hub, bounded by Central Avenue, Washington Street, 1st Avenue and Jefferson Street, will allow for connectivity in any direction between light rail lines.

Key Milestones





GOALS



**Access and
Mobility**

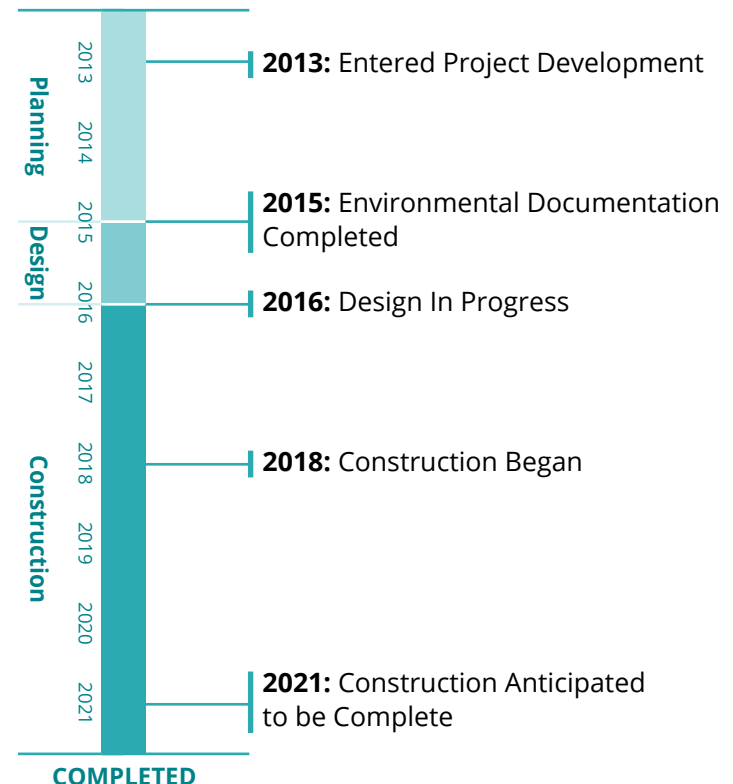


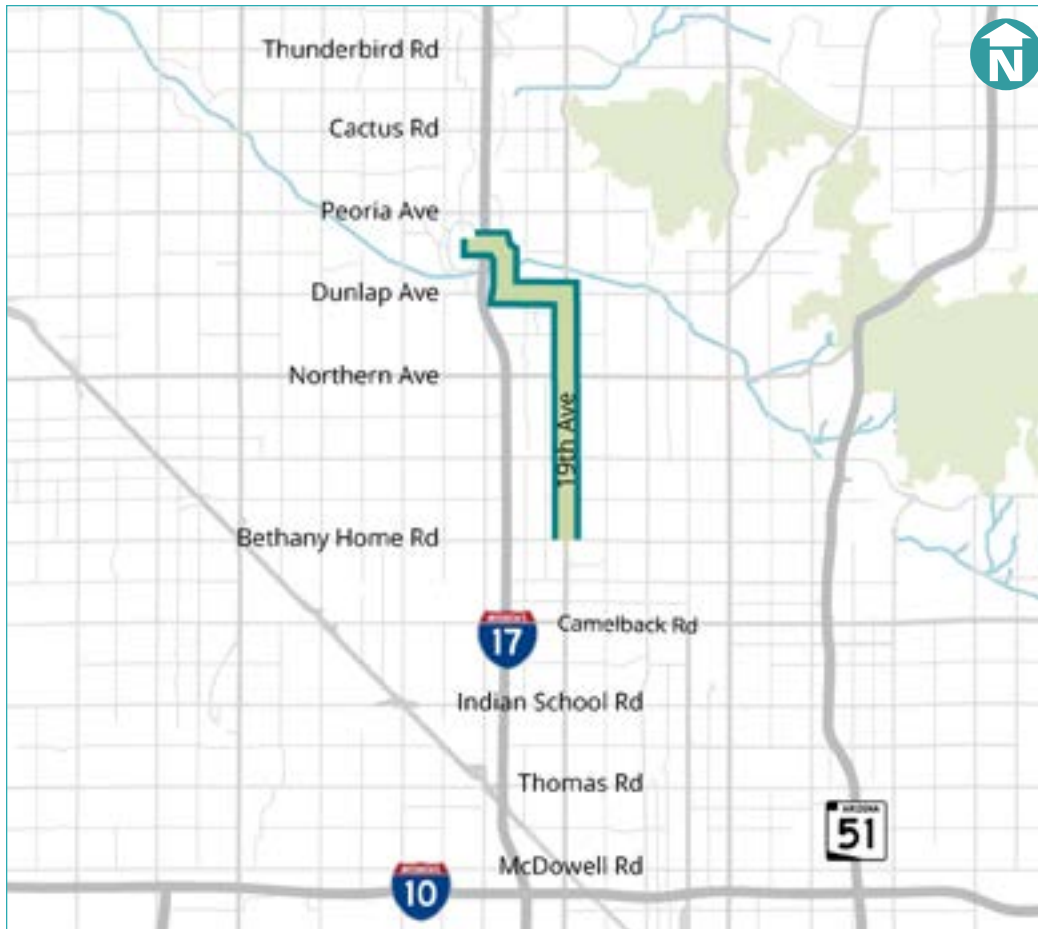
**Sustaining the
Environment**

6.4.2 Tempe Streetcar

Initially approved in FY 2011, the Tempe Streetcar project was revised in 2013 and includes an alignment along Rio Salado Parkway, connecting with the one-mile downtown Tempe loop on Ash and Mill Avenues, then travels south to Apache Boulevard, where the route will continue on Apache Boulevard east to the Dorsey LRT station. In May/June of 2015, MAG approved the revised project to be part of the RTP and TIP. Construction began in early 2018 and is estimated to be completed in Fall 2021.

Key Milestones





GOALS



**Access and
Mobility**



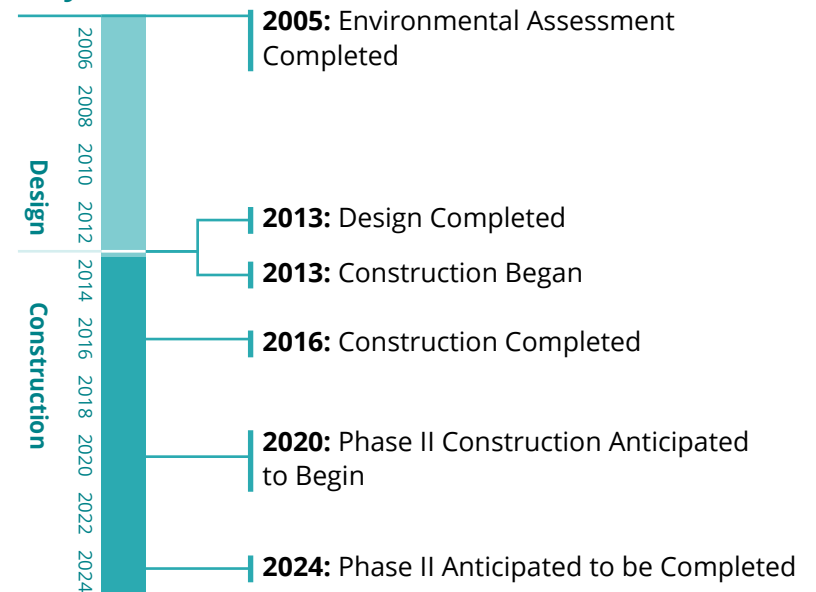
**Sustaining the
Environment**

6.4.3 Northwest Extension

The Northwest Extension was split into two phases in FY 2007. For Phase I (to Dunlap Road), design and right-of-way acquisition were completed in 2008-2009 and 2008-2010, respectively. The Phase I extension opened for revenue operations in March 2016.

The Northwest Phase II Extension was initially approved in 2007 and would terminate along Mountain View Road east of Interstate 17 (I-17). In 2013, the City of Phoenix requested that Valley Metro evaluate design options that would extend the alignment over I-17 and terminate at the Metrocenter Mall. Valley Metro completed the evaluation and recommended that the alignment to be extended across I-17 and terminate on an elevated station platform. The Phoenix City Council approved the re-ned alignment on November 18, 2014. The Northwest Phase II Light Rail Extension is scheduled to be complete in late 2024.

Key Milestones





GOALS



Access and
Mobility



Sustaining the
Environment

6.4.4 Capitol Extension

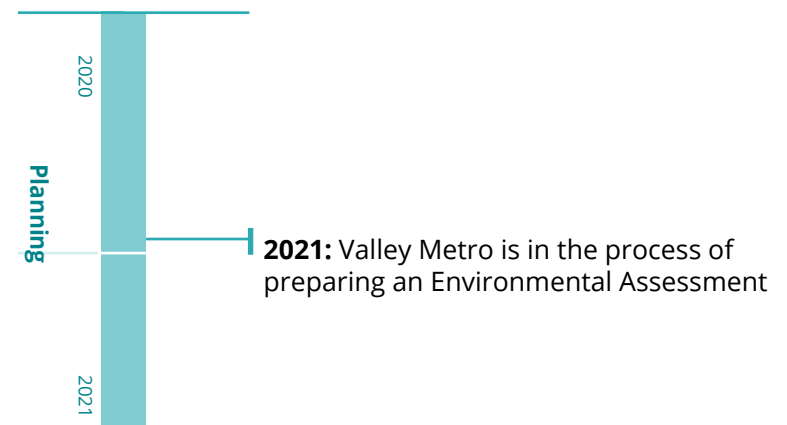
The Capitol/I-10 West locally preferred alternative (LPA) recommendation for alignment and technology were formally adopted by the Phoenix City Council in May 2012 and by MAG Regional Council in July 2012.

Phase I, now known as the Capitol Extension, includes a 1.4 mile light rail extension to 19th Avenue/Jefferson (Capitol/I-10 West - Phase I).

Phase II, now known as I-10 West, is a 9.6 mile light rail extension to 79th Avenue/I-10 (Capitol/I-10 West -Phase II). Phase II was exchanged with the South Central extension and is programmed beyond the funding horizon of Proposition 400. It is proposed to be complete by 2030.

In 2019, the Phoenix City Council asked Valley Metro to conduct additional community outreach to reevaluate the corridor. Valley Metro is evaluating stakeholder input and technical analysis to develop a Phase I route recommendation for presentation to the Phoenix City Council in late summer/early fall 2020.

Key Milestones



APPENDIX



GENERAL APPENDIX - GLOSSARY AND ACRONYMS

Project Work Description Crosswalk

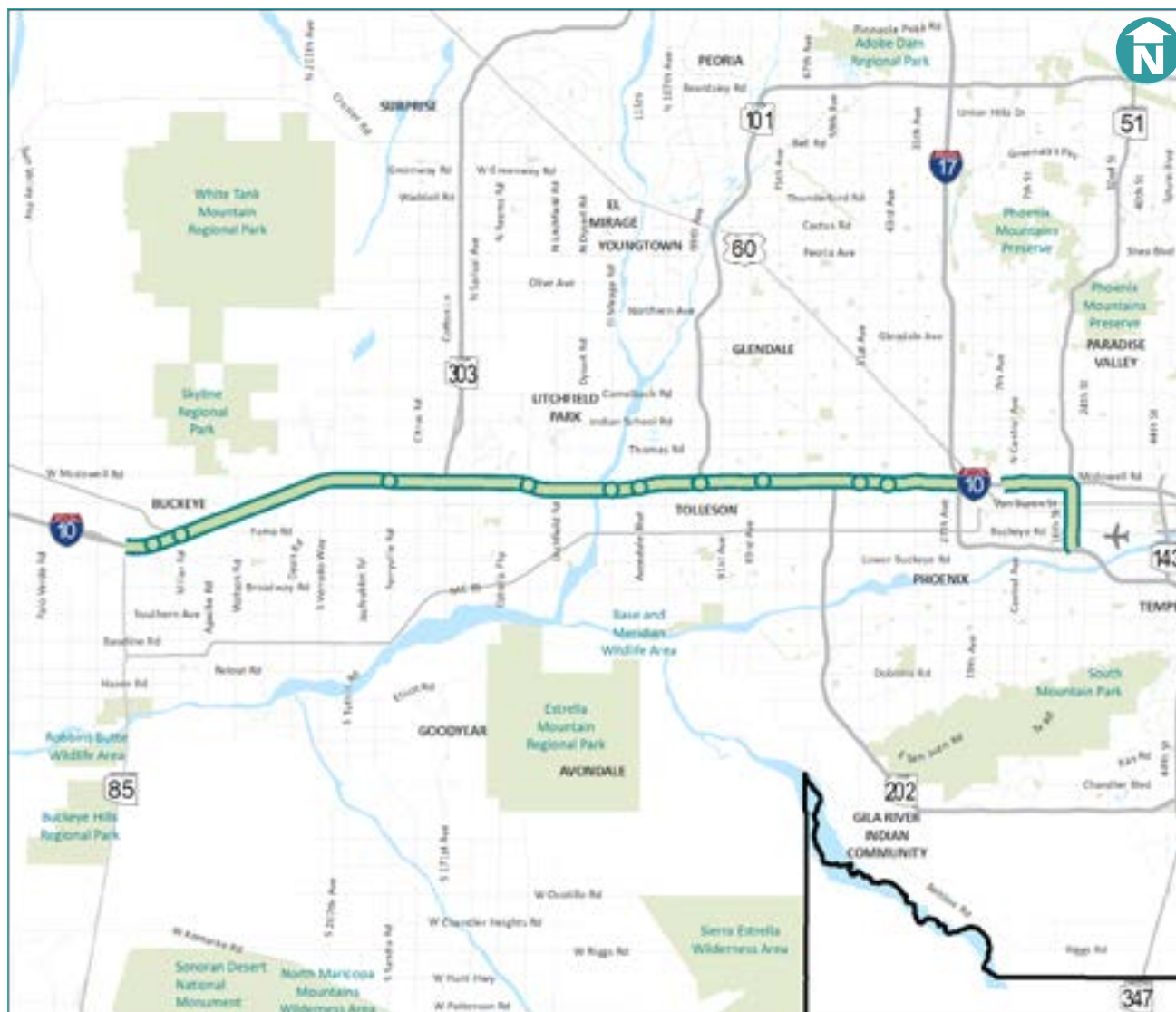
Subprogram	Work Type	Description of Work
NEW	NEW	New Freeway or Highway
WIDEN	GPL	Addition of General Purpose Lanes
WIDEN	HOV	Addition of HOV Lanes
WIDEN	GPL HOV	Addition of General Purpose Lane Widening & HOV Lane Widening
TI	NEW TI	New TI or Reconstruct TI
TI	IMP TI	Existing TI Improvement
TI	DHOV	Direct HOV Ramps
M&O	LS	Landscaping
WIDEN	IMP	Improvements to Existing Roadway
ADMIN	MINOR	Minor Improvements to Existing Roadway
WIDEN	WIDENING	Minor lane widening improvement, shoulder widening, turn lanes
M&O	HMM	Habitat Mitigation Monitoring
ADMIN	FMS	Freeway Management
ADMIN	FSP	Freeway Service Patrol
OTHER	PED BR	Pedestrian Bridge
OTHER	NOISE	Noise Mitigation Project (Quiet Pavement)
ADMIN	RW	Right of Way Administration
ADMIN	RW PROT	Right of Way Protection
M&O	SWEEP	Sweeping
M&O	MAINT	Maintenance
OTHER	P R LOTS	Park and Ride Lots
OTHER	DRAINAGE	Drainage
ADMIN	DESIGN	Design Administration
ADMIN	RISK	Risk Analysis Administration
ADMIN	ADMIN	Administrative Tasks or Functions

APPENDIX A - FREEWAY LIFE CYCLE PROGRAM

FLCP Corridor Maps and Descriptions

Table A-1: Expenditures and Future Costs

FLCP Corridor Maps and Descriptions



I-10/Papago

Beginning at SR 85, I-10/Papago traverses through the communities of Goodyear, Avondale and Tolleson, and intersects both the SR 303 and SR 101L interchanges. Heading further east into Phoenix, the roadway intersects the SR 202L/South Mountain. As it makes its way towards downtown, the highway meets with I-17 and US 60. Moving through the Deck Park Tunnel in downtown Phoenix, the freeway continues east and ends at the intersection of SR 51 and SR 202L

Completed/Underway/Planned

2007	August, 2007: 43rd Avenue and 51st Avenue (TI)
2008	April, 2008: Bullard Avenue (TI)
2008	April, 2008: Avondale Boulevard (TI)
2009	
2010	July, 2010: Sarival Road to SR 101L/ Agua Fria (GPL/HOV)
2011	August, 2011: Verrado Way to Sarival Road (GPL)
2011	August, 2011: Sarival Road to Dysart Road (GPL)
2012	
2013	
2014	October, 2014: Perryville Road (TI)
2020	Fall, 2020: Fairway Drive (TI)
2021	
2022	Summer, 2022: SR 85 to Verrado Way (GPL)

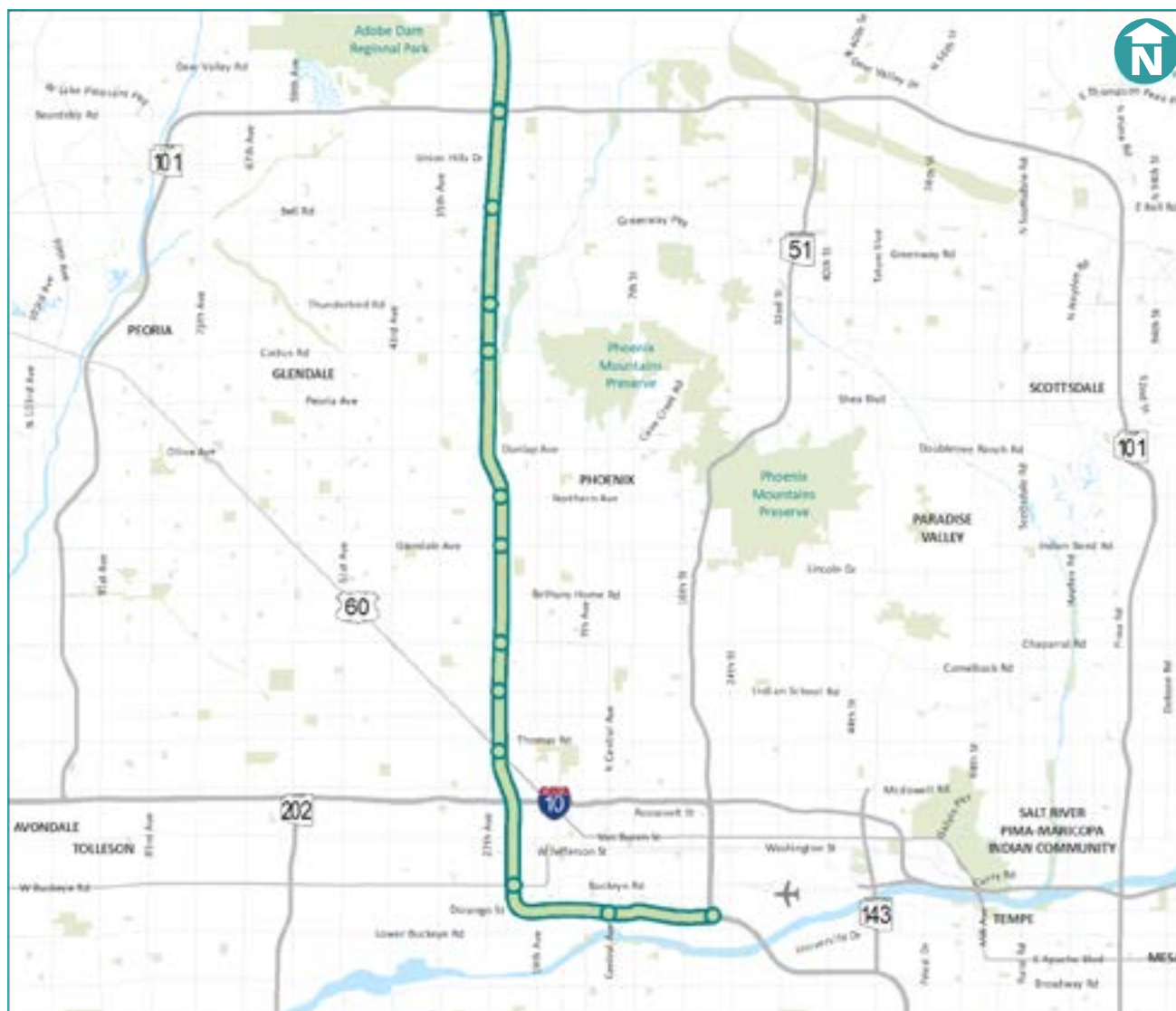


I-10/Maricopa

Beginning at the stack interchange of SR 51 and SR 202L, I-10 continues southeast over the Salt River and heading east, enters Tempe and meets with SR 143. At the Broadway Curve, the freeway turns southward running along the city borders of Phoenix on the west, and Tempe, Guadalupe, and Chandler on the east. Immediately north of the Gila River Indian Community, I-10 intersects with SR 202L. Finally turning to a more south by southeast direction going through the Gila River Indian Community and entering Pinal County.

Completed/Underway/Planned

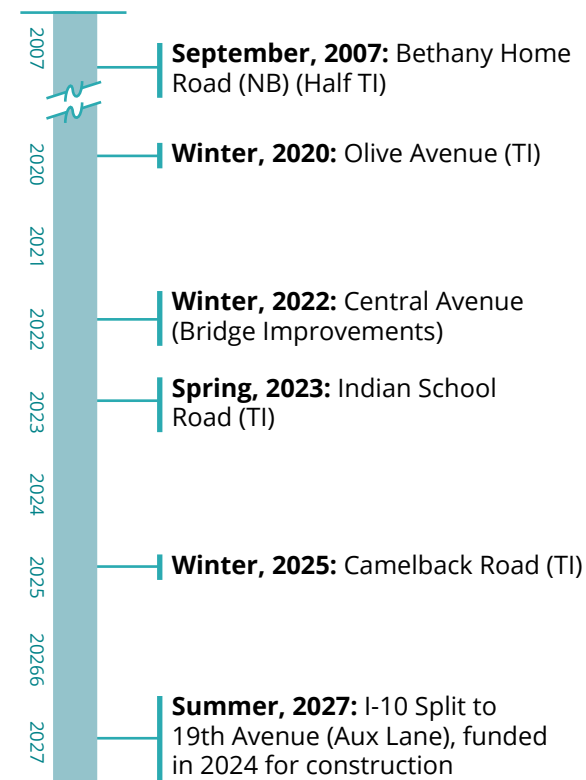
2007	May, 2007: Ray Road (TI Improvements)
2008	October, 2008: Southern Avenue to SR 143/Hohokam (GPL)
2009	
2024	Spring, 2024: I-17 Split to SR 202L/Santan (Freeway widening / Interchange Improvements)
2024	Spring, 2024: Gila River Indian Community Access Improvements
2026	Spring, 2026: Sky Harbor West Access (TI); funded in 2024 for construction
2027	Spring, 2027: SR 202L/Santan to Riggs Rd (HOVGPL); funded in 2025 for construction

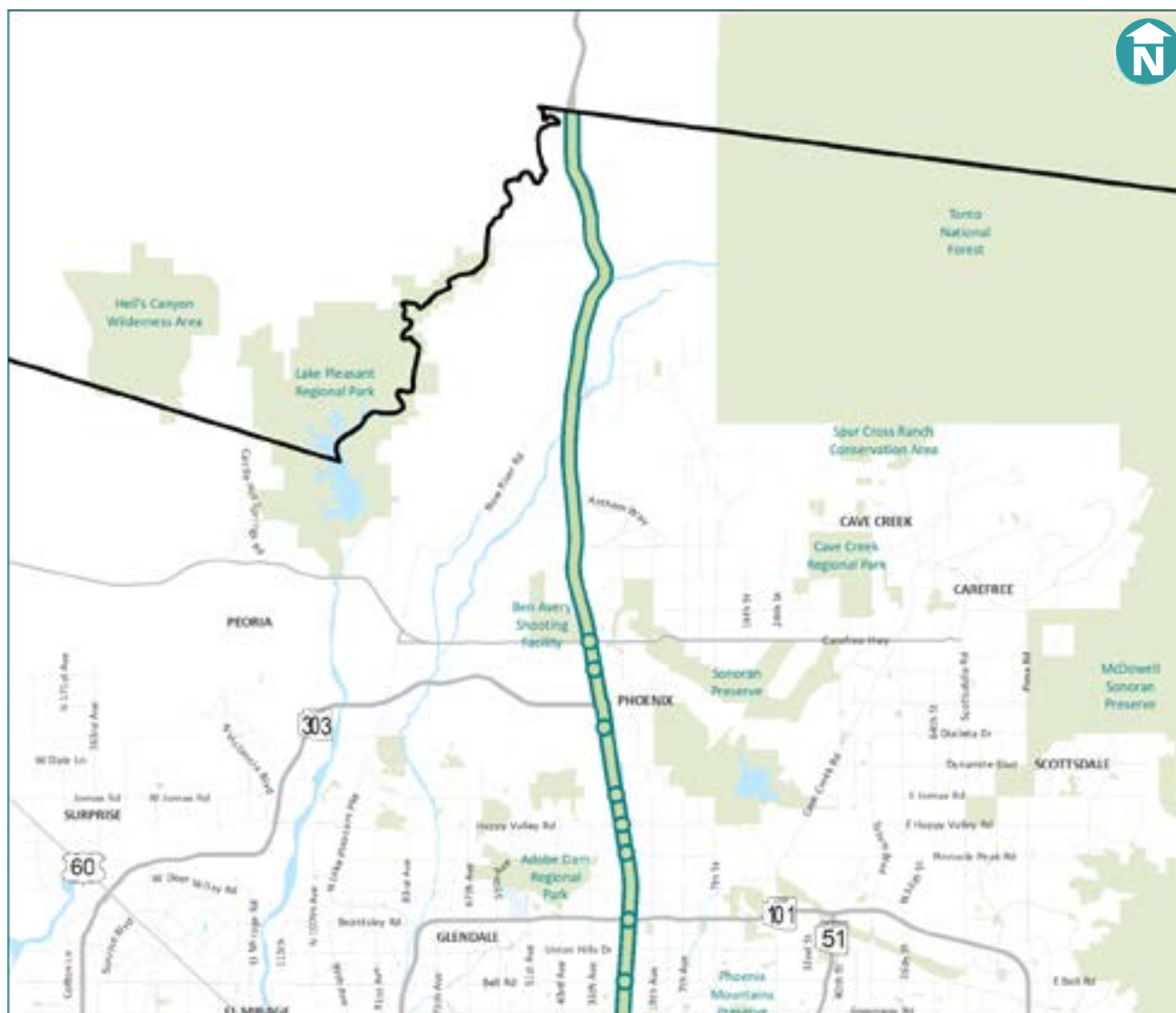


I-17/Black Canyon: I-10/Maricopa to SR 101/L/Agua Fria

Interstate 17 begins at the interchange with I-10, and travels westward south of Downtown Phoenix. At the Durango Curve, the roadway turns north and intersects again with I-10 at an area known regionally as “the Stack”. Going further north, the freeway intersects with US 60/Grand. This segment of I-17 eventually ends at the interchange with SR 101.

Completed/Underway/Planned

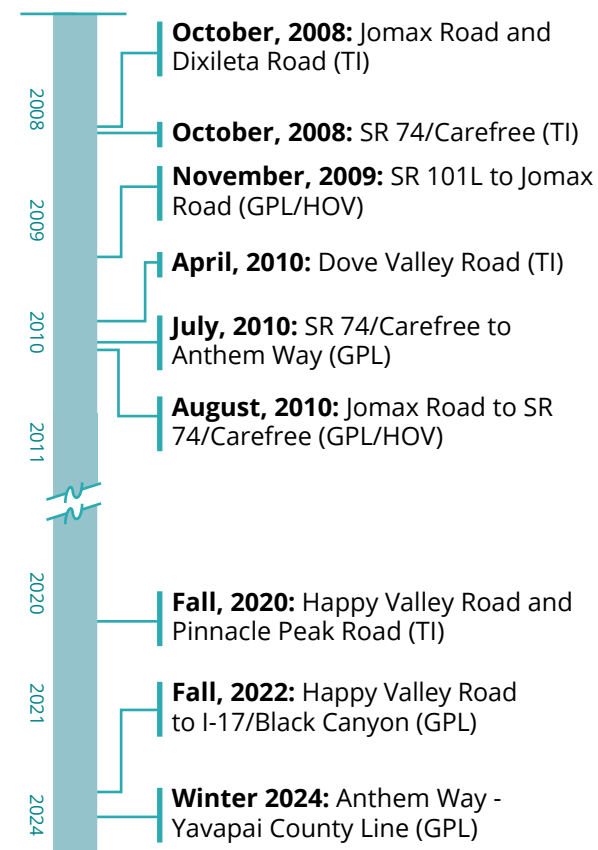




I-17/Black Canyon: SR 101L/Agua Fria to Yavapai County Line

This section of Interstate 17 begins at the interchange at SR 101 and continues north through the City of Phoenix. I-17 further north is the eastern terminus of SR 303, further north it is also the eastern terminus of SR 74. This section eventually ends at the Maricopa-Yavapai County line.

Completed/Underway/Planned

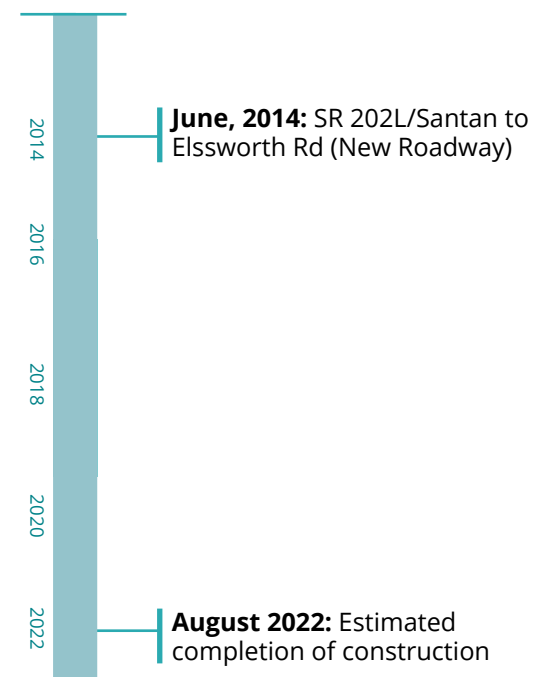


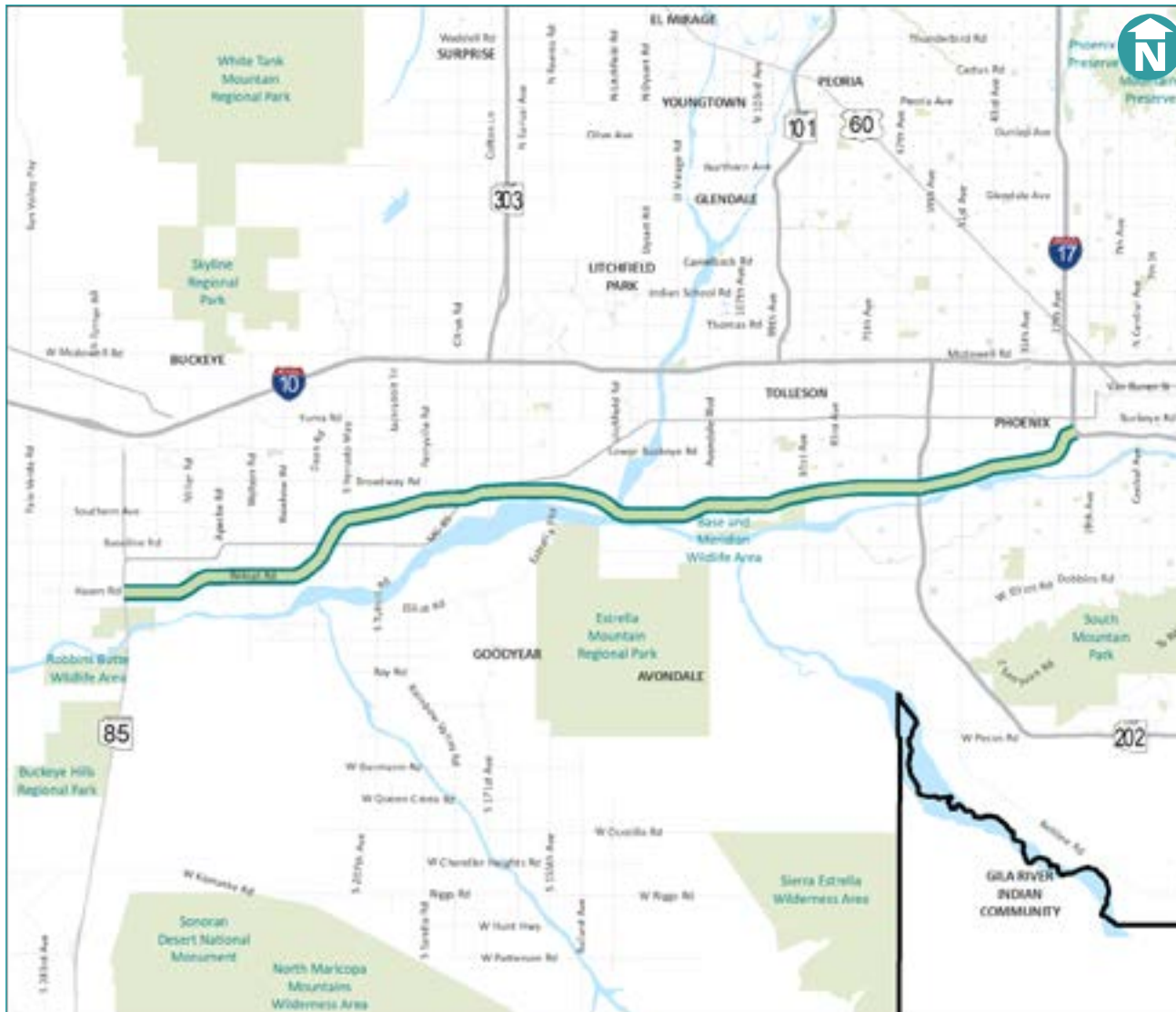


SR 24/Gateway

The State Route 24/Gateway (SR 24), formerly Williams Gateway, is planned as a six-lane freeway extending from Loop 202/Santan to the Pinal County line at Meridian Road. There is funding to extend the facility one mile into Pinal County to Ironwood Road. ADOT is conducting an additional study to extend SR 24 further into Pinal County. In Maricopa County, SR 24 is located in the city of Mesa.

Ellsworth Road to Ironwood Road





SR 30/Tres Rios

The State Route 30/Tres Rios (SR 30) is located in the cities of Buckeye, Goodyear, Avondale, Phoenix and, unincorporated Maricopa County. SR 30 is planned as an east-west facility south of Interstate 10/Papago in the vicinity of Southern Avenue, extending from SR 202L/South Mountain to SR 85. The route has been identified as a six-lane freeway between Loop 202/South Mountain and Loop 303/Estrella and as an arterial roadway with right-of-way preservation for a planned freeway facility, between Loop 303/Estrella and SR 85.

SR 303L/Estrella to SR 202L/South Mountain

2020: Final Location/Design Concept Report issued April 28, 2020

2020

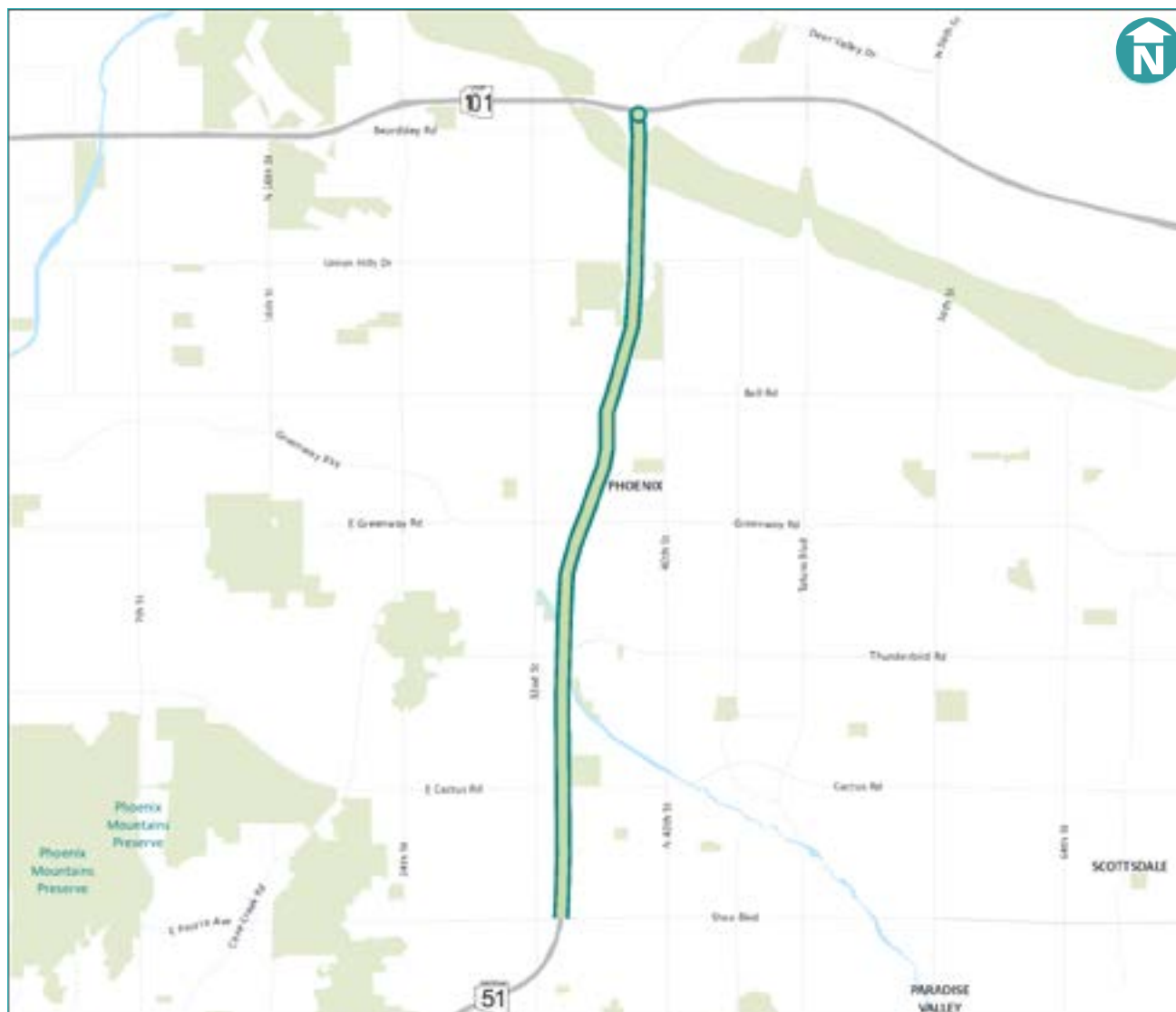
2021

2022

2023

2024

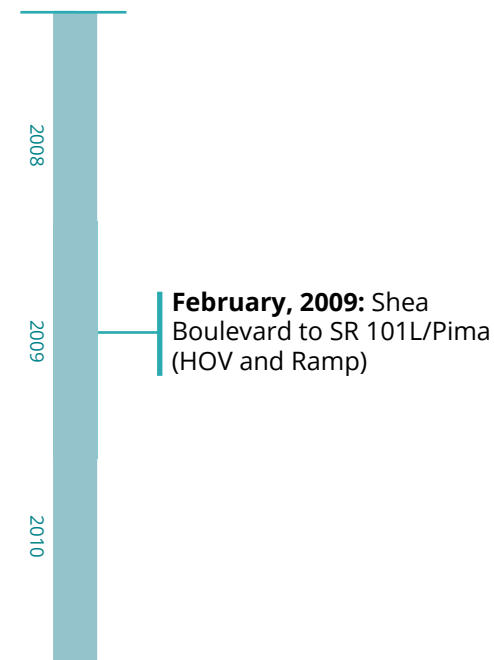
2025

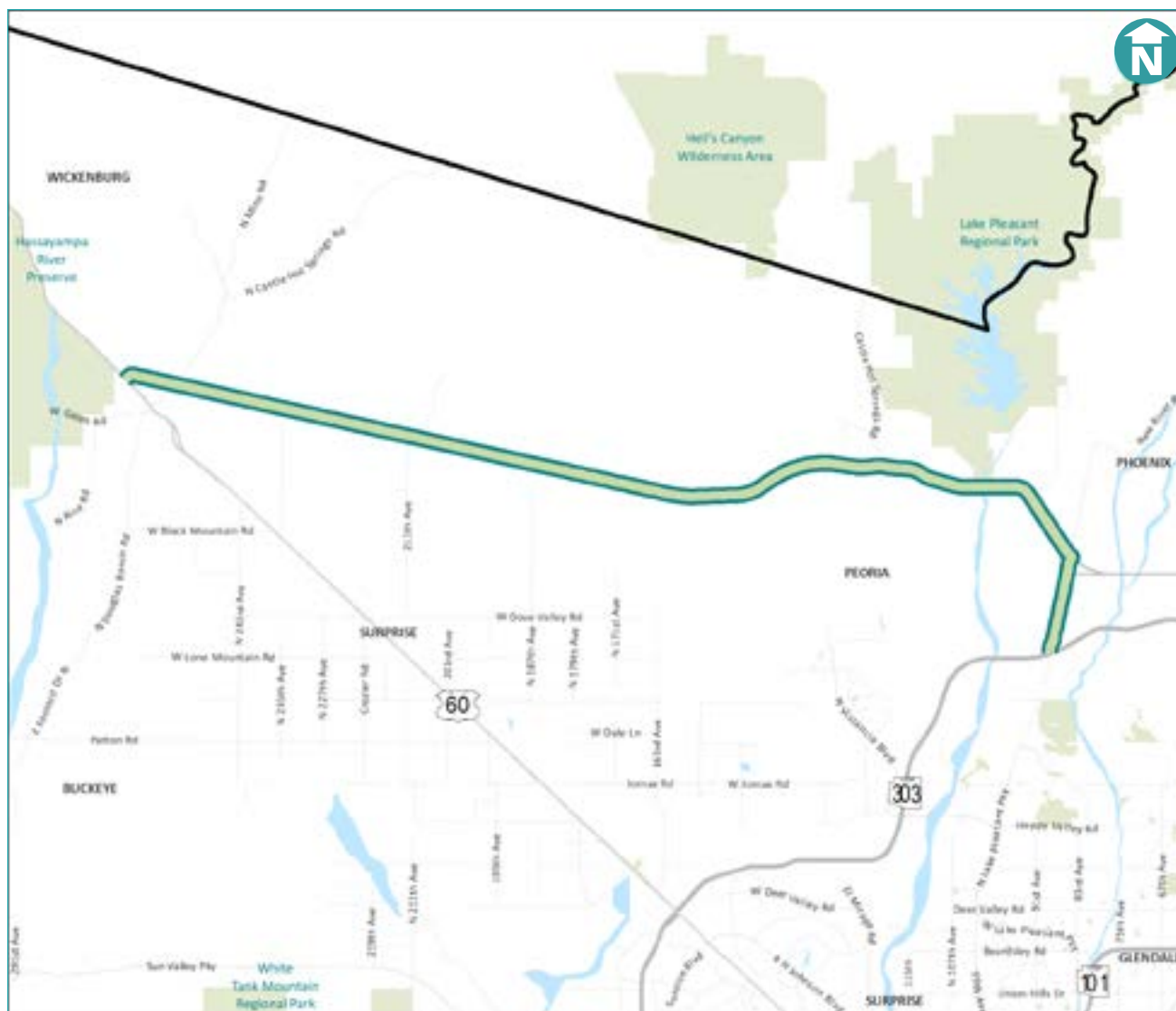


SR 51/Piestewa

SR 51 begins at the interchange of I-10/ Maricopa and SR 202L/Red Mountain often called the “Mini Stack”. It heads north from the interchange through the Camelback Corridor area of Phoenix. The highway then begins to climb to the top of the Dreamy Draw, a mountain passage between Piestewa Peak and North Mountain, before descending into the Paradise Valley area of North Phoenix. It reaches its northern terminus at an interchange with SR 101L/Pima.

Completed/Underway/Planned





SR 74/Carefree

SR 74/Carefree is a state highway in central Arizona that stretches east to west from its junction with US 60 just south of Wickenburg to its junction with I-17/Black Canyon in North Phoenix. It serves as a northern bypass around the often congested stretches of US 60 through the northwest suburbs of the Phoenix metropolitan area. From end to end, it is 30.4 miles (48.9 km) long.

Completed/Underway/Planned

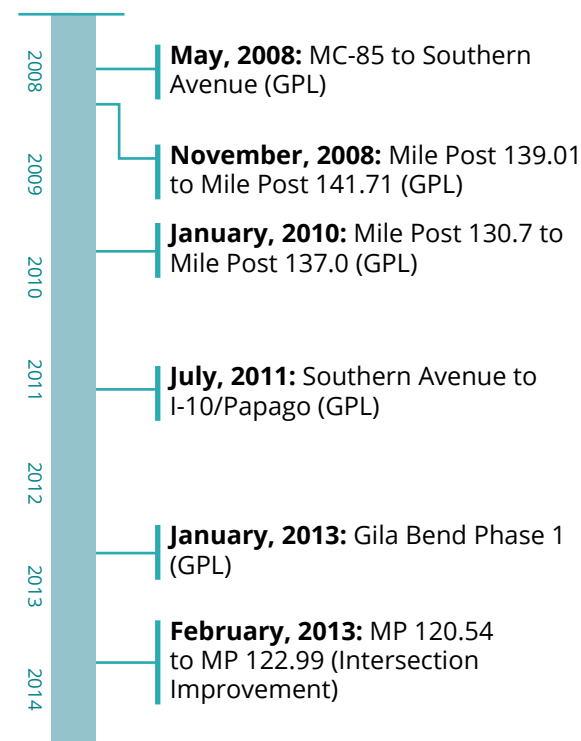
- 2010 **October, 2010:** US 60/Grand to SR 303L/Estrella: MP 20 to MP 22 (Passing Lane)
- 2011 **April, 2011:** US 60/Grand to SR 303L/Estrella: MP 13 to MP 15 (Passing Lane)
- 2012

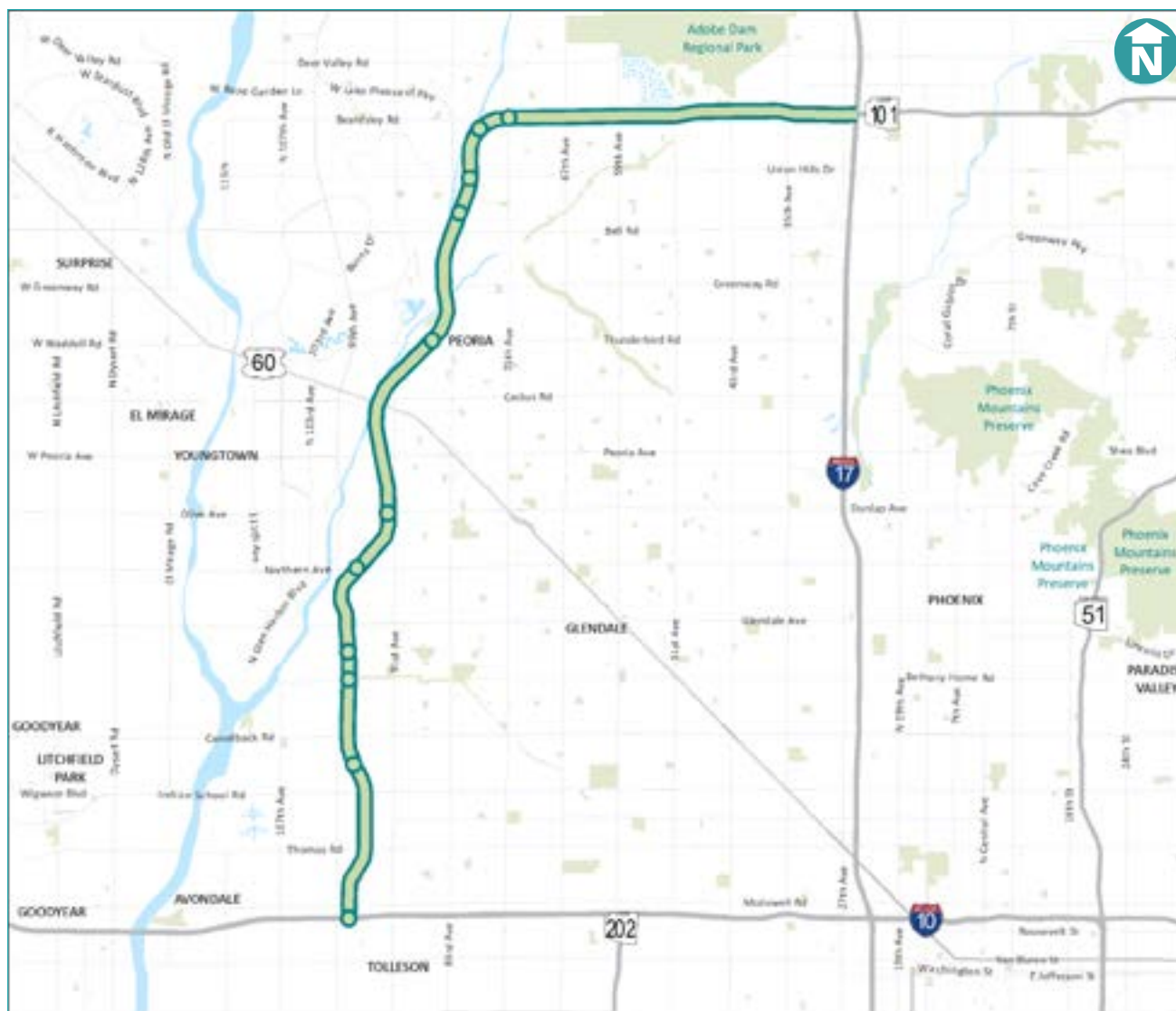


SR 85

SR 85 in the MAG region begins in Gila Bend and travels north towards the Phoenix Metropolitan Area. SR 85 continues northward to a crossing of the Gila River as it nears Buckeye. The highway intersects Buckeye Road which is where the original routing of US 80 and later SR 85 followed into Phoenix before being rerouted onto its current alignment. The highway continues towards the north, crossing over the Buckeye Canal before reaching its northern terminus at exit 112 on I-10/Papago.

Completed/Underway/Planned

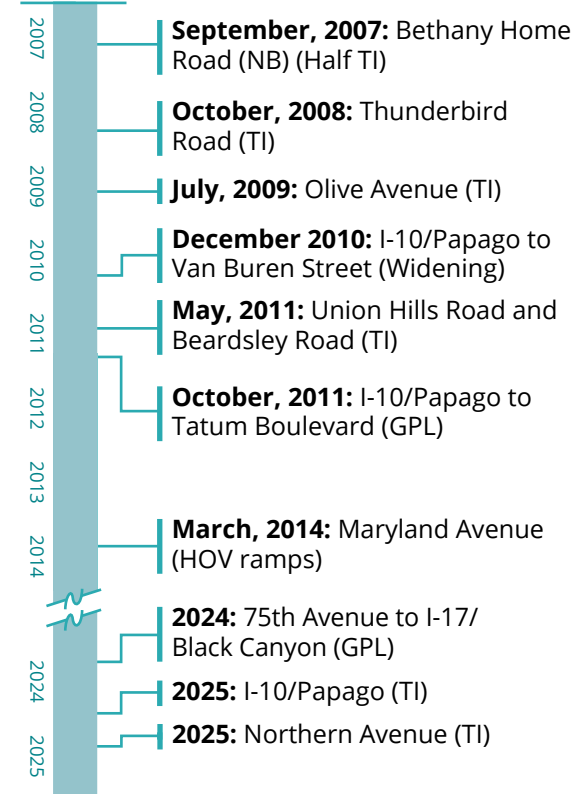


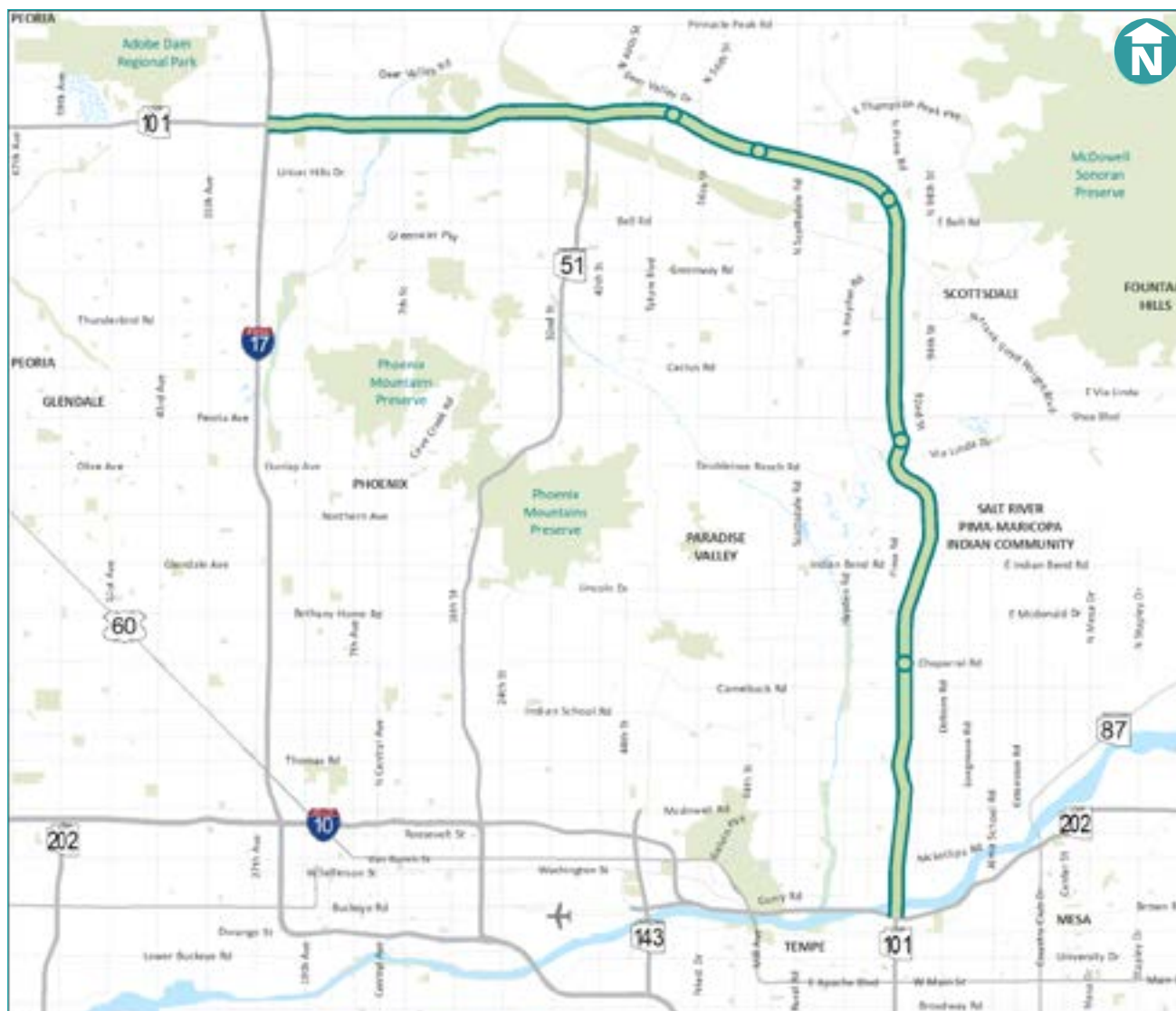


SR 101L/Agua Fria

SR 101L/Agua Fria begins west of Phoenix in Tolleson at a three-level interchange with Interstate 10. From that point, it heads north entering Phoenix, then Glendale. Continuing northward through Peoria, it passes into northwestern Glendale and eventually heads eastward on the Beardsley Road alignment. The freeway enters northern Phoenix, and at milepost 23 intersects Interstate 17.

Completed/Underway/Planned

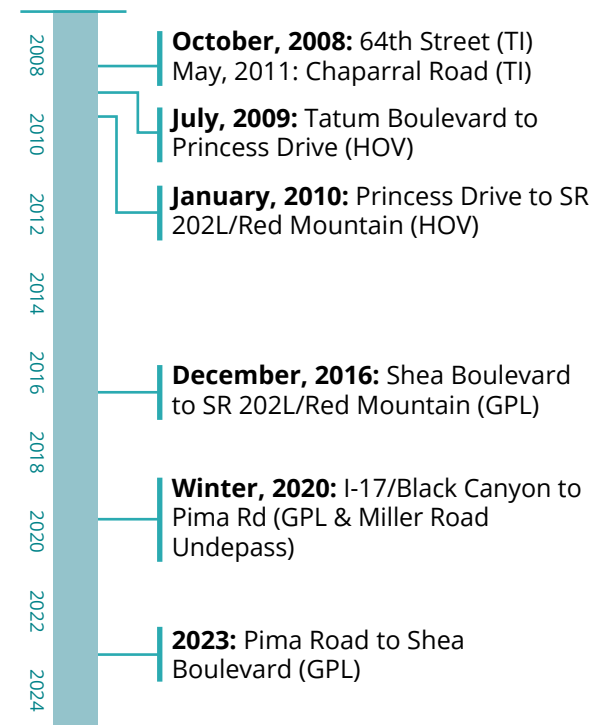


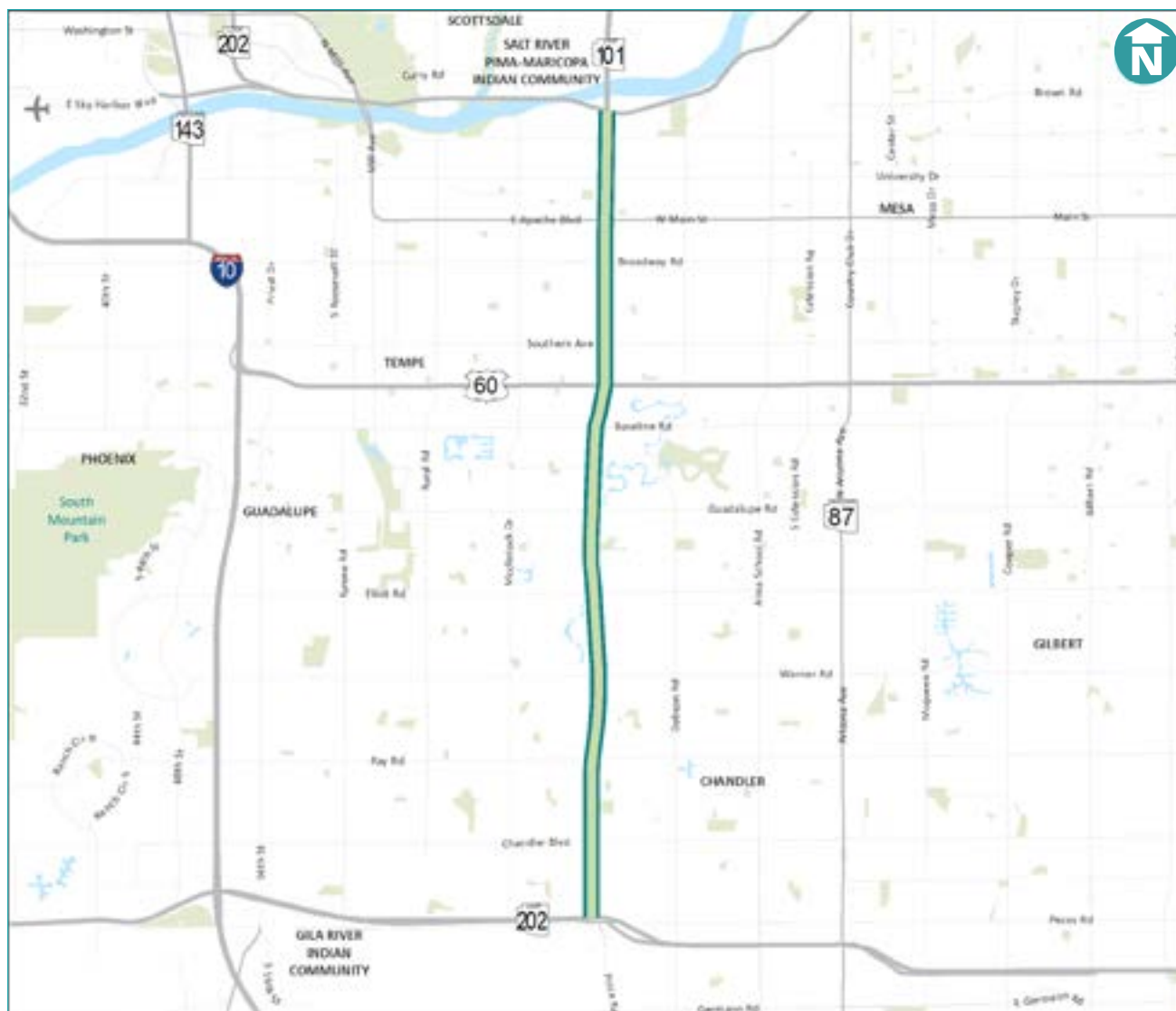


SR 101/Pima

SR 101/Pima begins at the intersection with Interstate 17 heading east past the terminus of SR 51 at milepost 29. East of SR 51, the freeway curves south through Scottsdale in the northeast valley on the Pima Road alignment, and continues onto the Salt River Pima-Maricopa Indian Community just south of Via Linda. Continuing south, the Pima section of SR 101/Pima ends at the interchange with the Red Mountain Freeway portion of SR 202 in Tempe at milepost 51. This interchange is partially built over the Salt River.

Completed/Underway/Planned

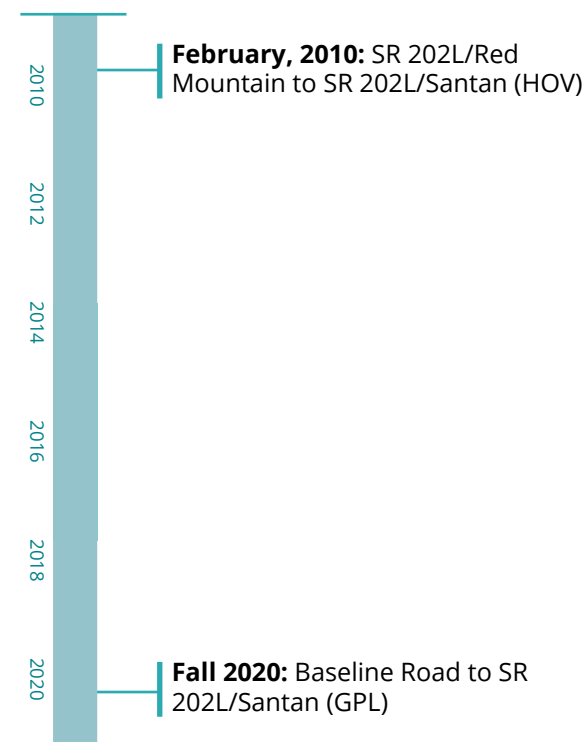


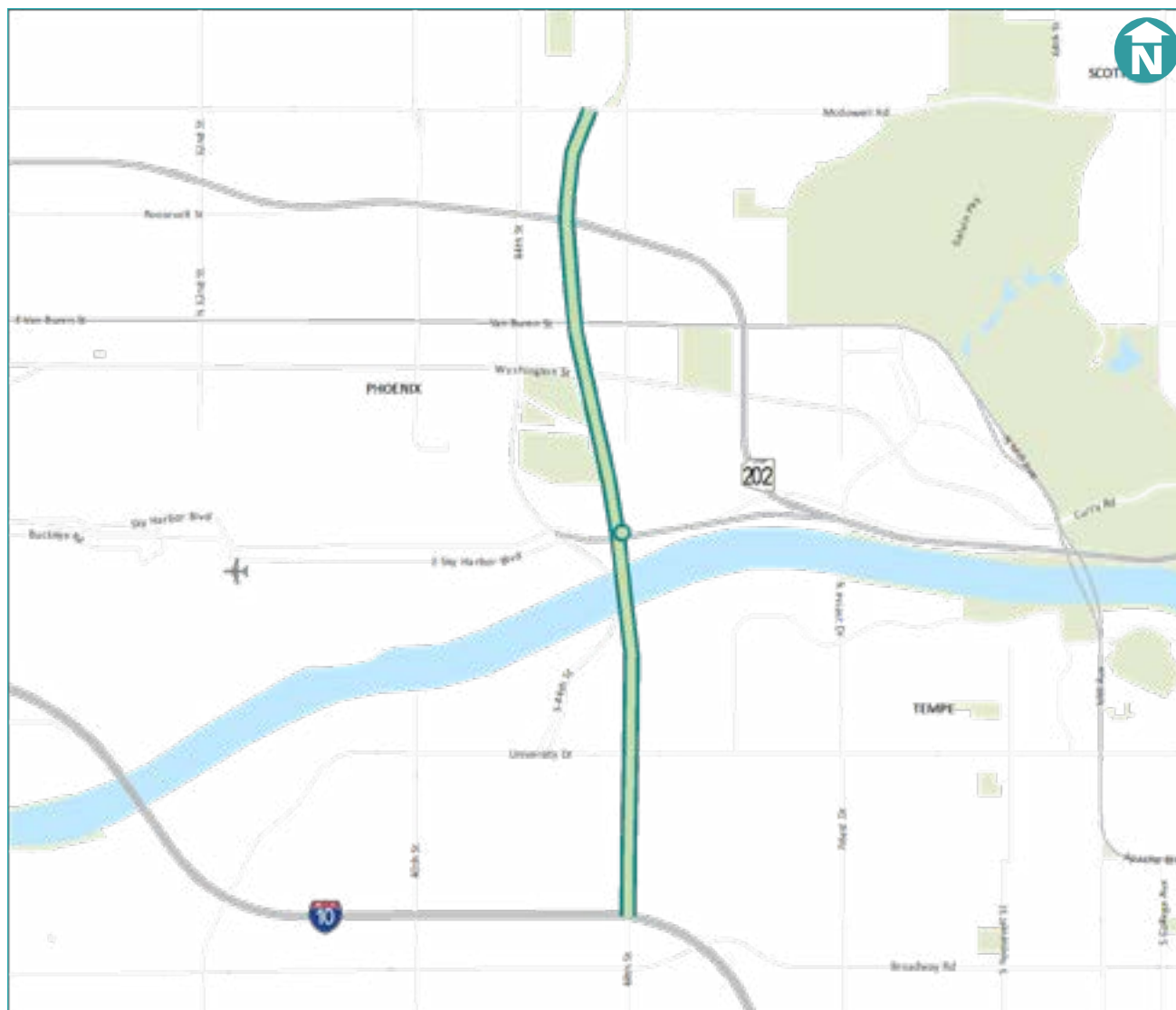


SR 101L/Price

SR 101L/Price begins at the interchange with the SR 202L/Red Mountain. Heading south the freeway crosses through the interchange with the US 60/Superstition, moving south into Chandler. The freeway ends at the interchange with SR 202L/Santan.

Completed/Underway/Planned





SR 143/Hohokam

SR 143/Hohokam is a north-south and access-controlled freeway in Maricopa County, Arizona, that runs from a junction with Interstate 10 at 48th Street in Phoenix to McDowell Road. The only other major junction along the 3.93-mile (6.32 km) route is with SR 202L/Red Mountain, which is located one half-mile south of McDowell Road and the northern terminus.

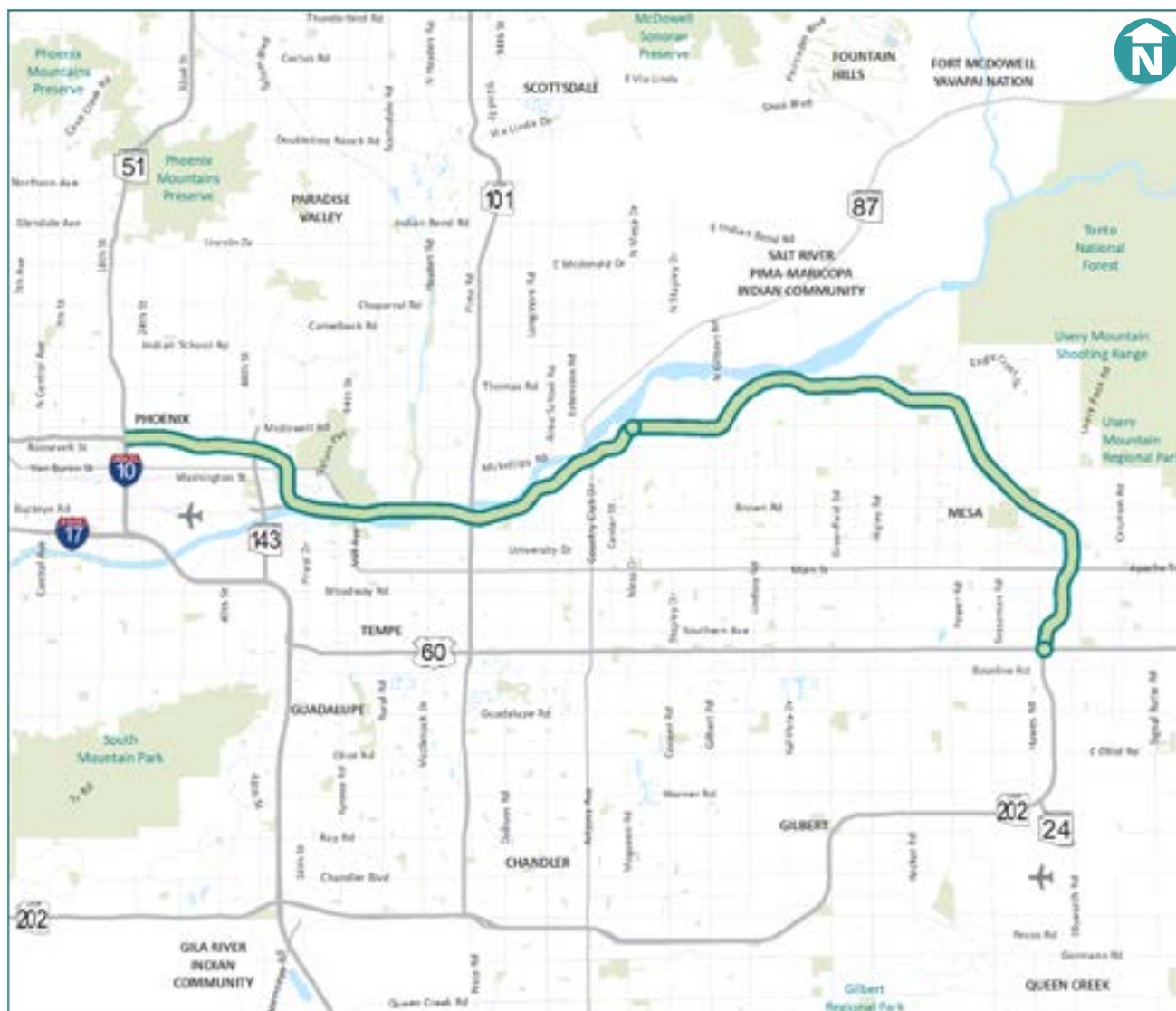
Completed/Underway/Planned

2012

2013

2014

January, 2013: Sky Harbor Boulevard (TI and Ramps)



SR 202L/Red Mountain

The SR 202L/Red Mountain begins at the interchange of I-10/Papago and SR 51/ Piestewa Mini Stack. It passes over the Salt River and through Tempe and Mesa en route, with an interchange with Loop 101 in Tempe. Eventually the roadway moves south through Mesa where it ends at the interchange with US 60/Superstition and SR 202L/Santan.

Completed/Underway/Planned

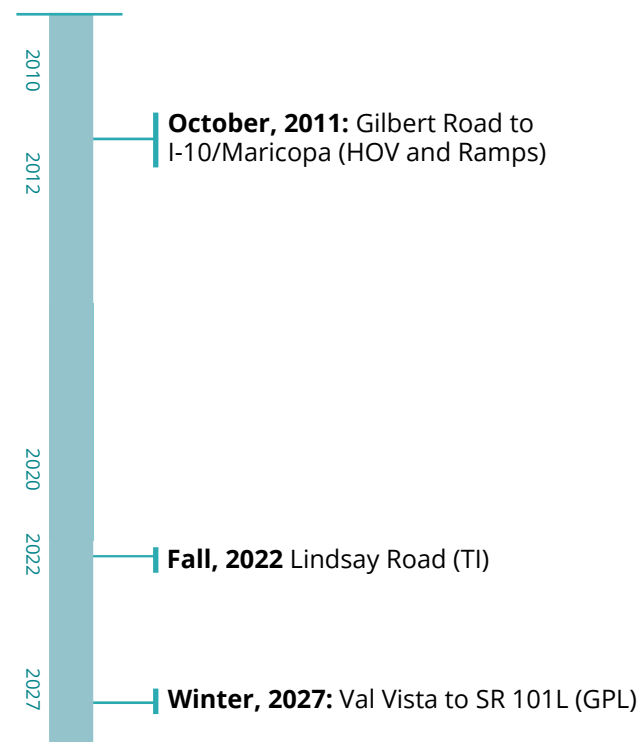
2009	April, 2009: Mill Avenue and Washington Street (Bridge Widening)
2010	August, 2010: SR 101L/Pima to Gilbert Road (HOV)
2011	January, 2011: I-10/Maricopa and SR 51/Piestewa TI to SR 101L/Pima (GPL)
2012	
2013	
2014	
2015	
2016	December, 2016: SR 101L/Pima to Gilbert Road (GPL) and Gilbert Road to Broadway Road (HOV)(TI)

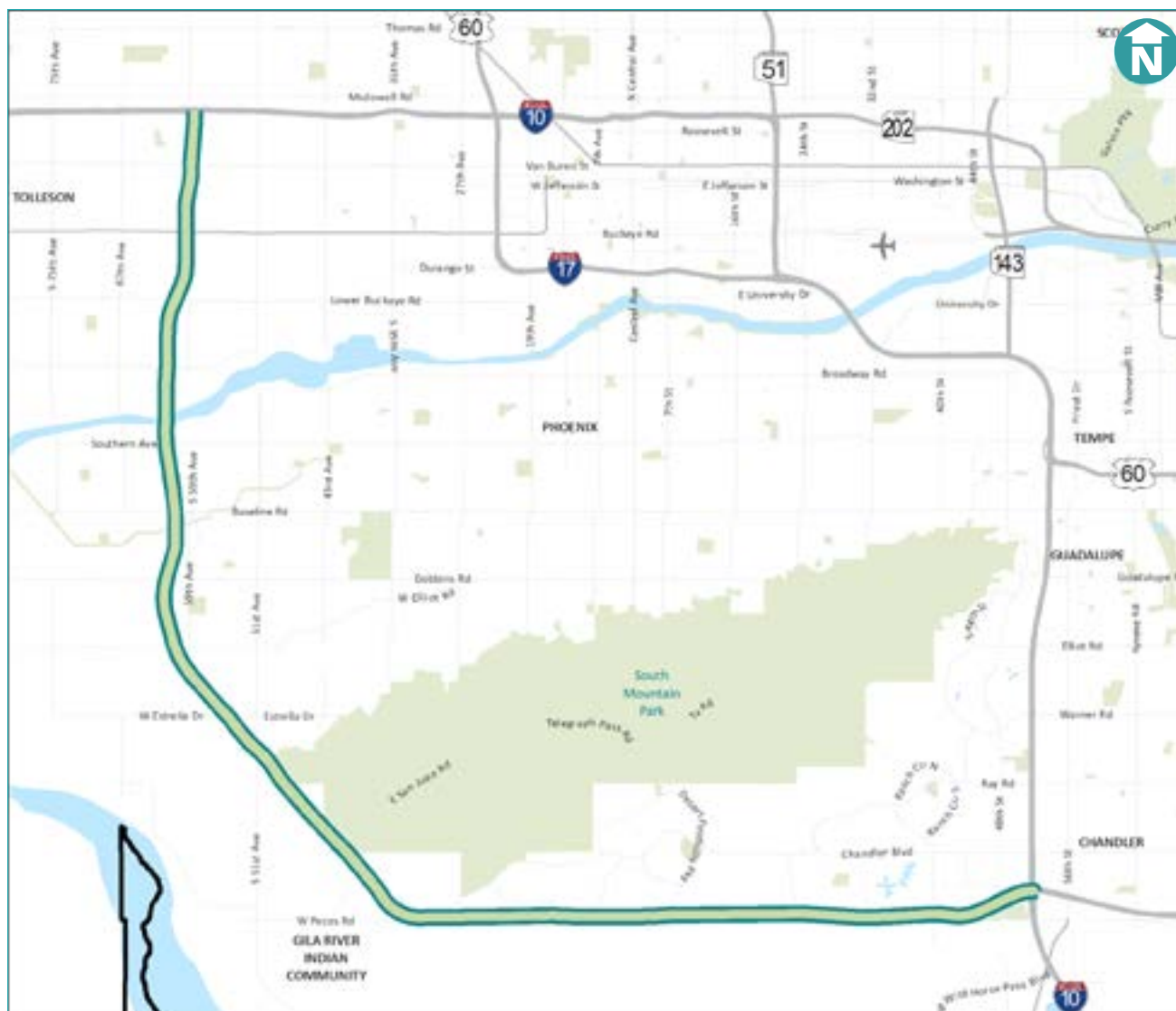


SR 202L/Santan

The SR 202L/Santan Freeway begins at the interchange with US 60/Superstition and SR 202L/Red Mountain in Mesa. The freeway runs south and turns westward in Gilbert near the airport. A few miles later the Santan is running in Chandler, where it has a junction with SR 101L/Price. Following this interchange, the Santan Freeway section of SR 202L encounters its terminus at a stack interchange with I-10/Papago and the SR 202L/South Mountain.

Completed/Underway/Planned





SR 202L/South Mountain

SR 202L/South Mountain (SR 202) is a 22 mile freeway loop connecting the western terminus of the SR 202L/Santan in the East Valley with Interstate 10/Papago at 59th Avenue in the West Valley. It has three general purpose lanes and one HOV lane in each direction. SR 202L/South Mountain is located entirely within the City of Phoenix.

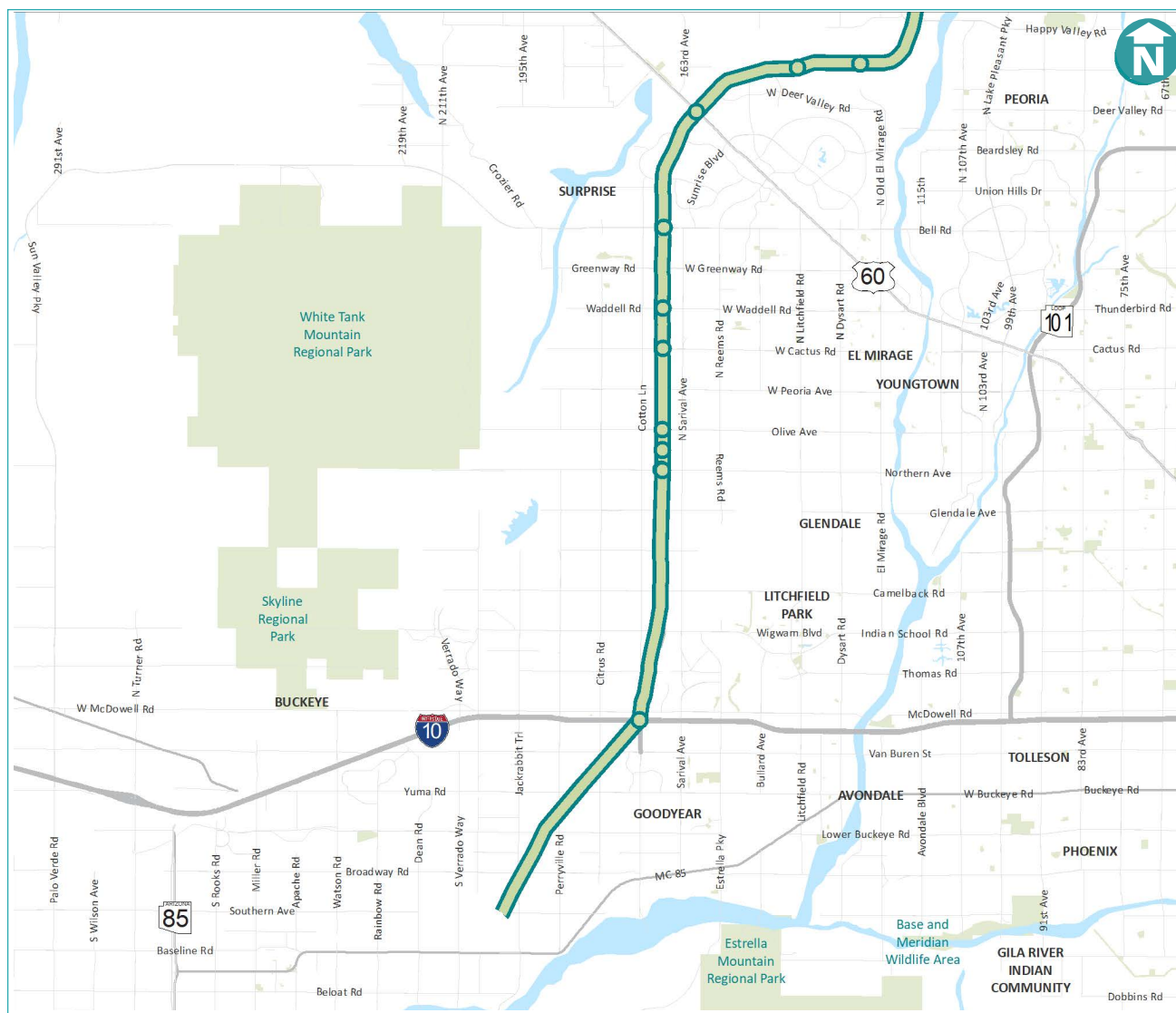
Completed/Underway/Planned

2018

2019

2020

December, 2019: I-10/Papago to I-10/Maricopa (New Freeway)

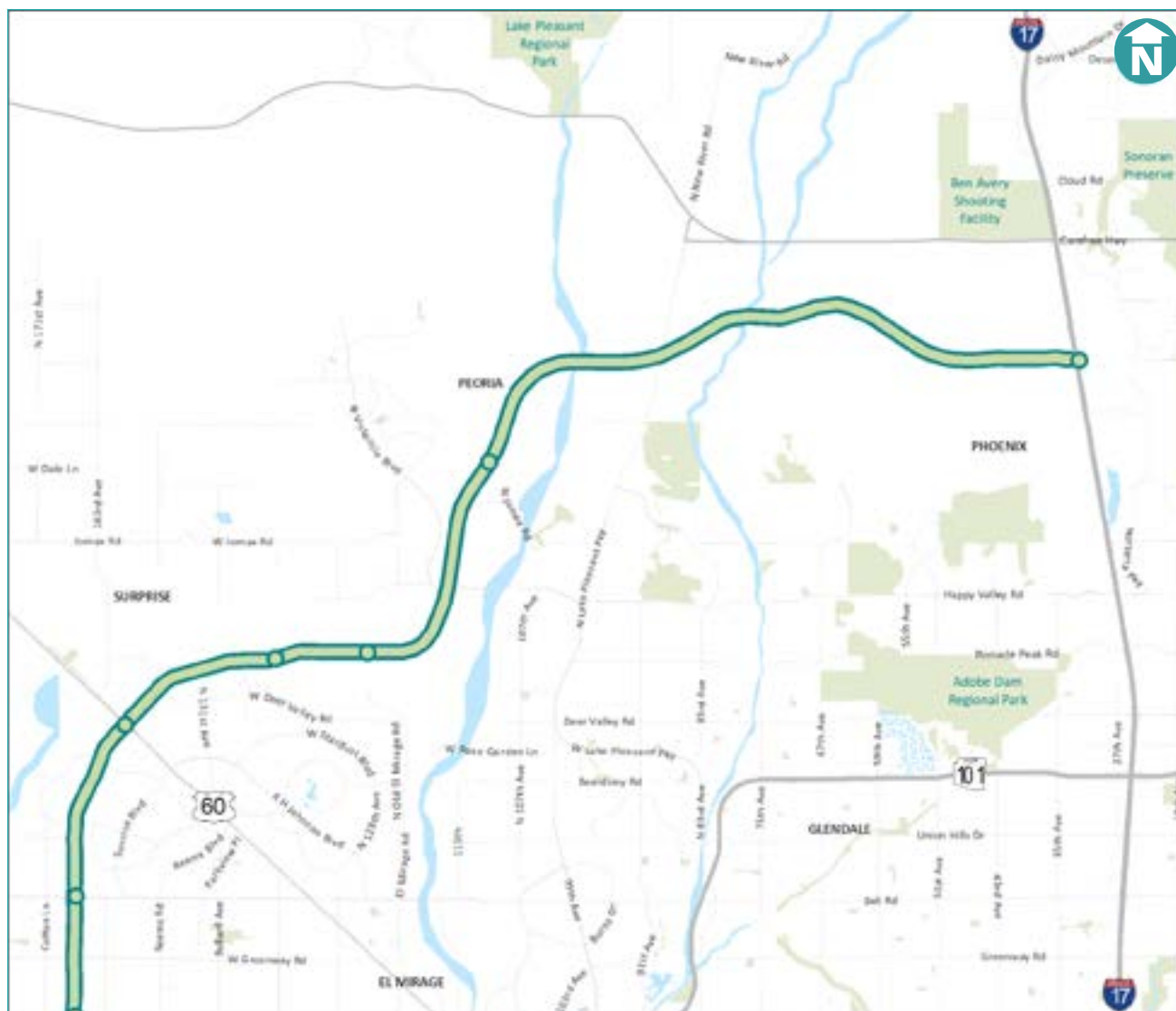


SR 303L/Estrella: MC 85 to US 60/Grand

SR 303L/Estrella begins at Van Buren Street, south of I-10 in Goodyear. At I-10 it becomes a six-lane freeway with a stack interchange. It heads north under McDowell and Thomas Roads, then over an interchange with Indian School Road. It over passes a BNSF Railway spur line near Olive Avenue. At an interchange with Greenway Road, SR 303 turns northeast. The route heads over a bridge above Grand Avenue (US 60) along with another BNSF railroad line.

Completed/Underway/Planned

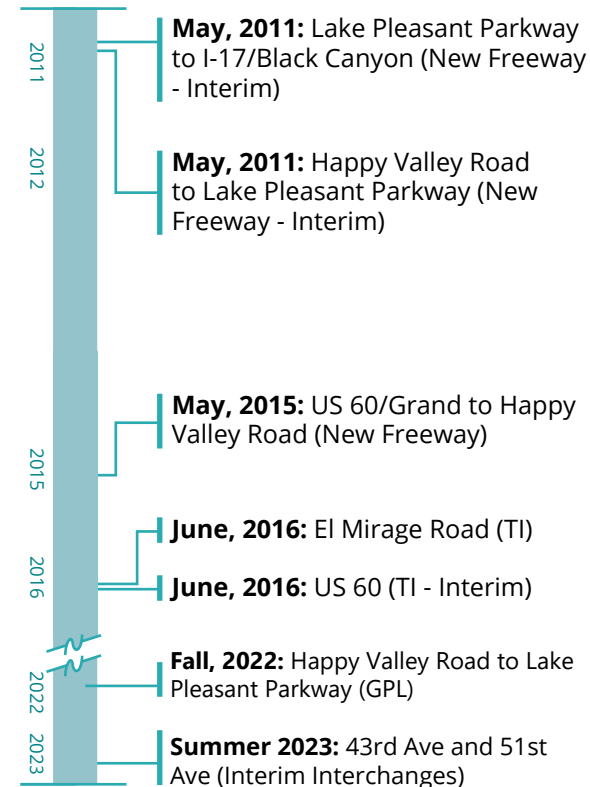
2011	March, 2011: Cactus Road, Waddell Road and Bell Road (New TI)
2012	September, 2013: Glendale Avenue to Peoria Avenue (New Freeway)
2013	November, 2013: Thomas Road to Camelback Road (New Freeway)
2014	November, 2013: Peoria Avenue to Mountain View Road (New Freeway)
2015	May, 2014: Camelback Road to Glendale Avenue (New Freeway)
2016	January, 2015: SR 303L/Estrella and I-10 Papago, Phase 1 (TI)
2017	
2018	October, 2018: SR 303L/Estrella and I-10 Papago, Phase 1 (TI)



SR 303L/Estrella: US 60/Grand to I-17/Black Canyon

This segment of SR 303L begins at the interchange with US 60, here the route turns eastward and a six-lane freeway. Near the Happy Valley Parkway interchange the freeway heads north and then east again south of Lake Pleasant. The freeway comes to an end at a temporary at-grade interchange (eventually to be a stack interchange) with I-17 near Skunk Creek.

Completed/Underway/Planned

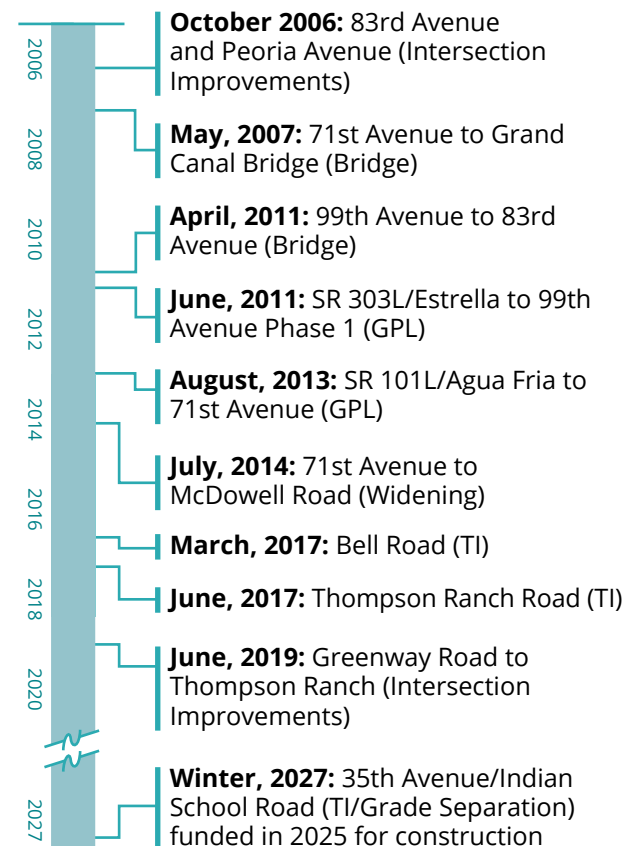


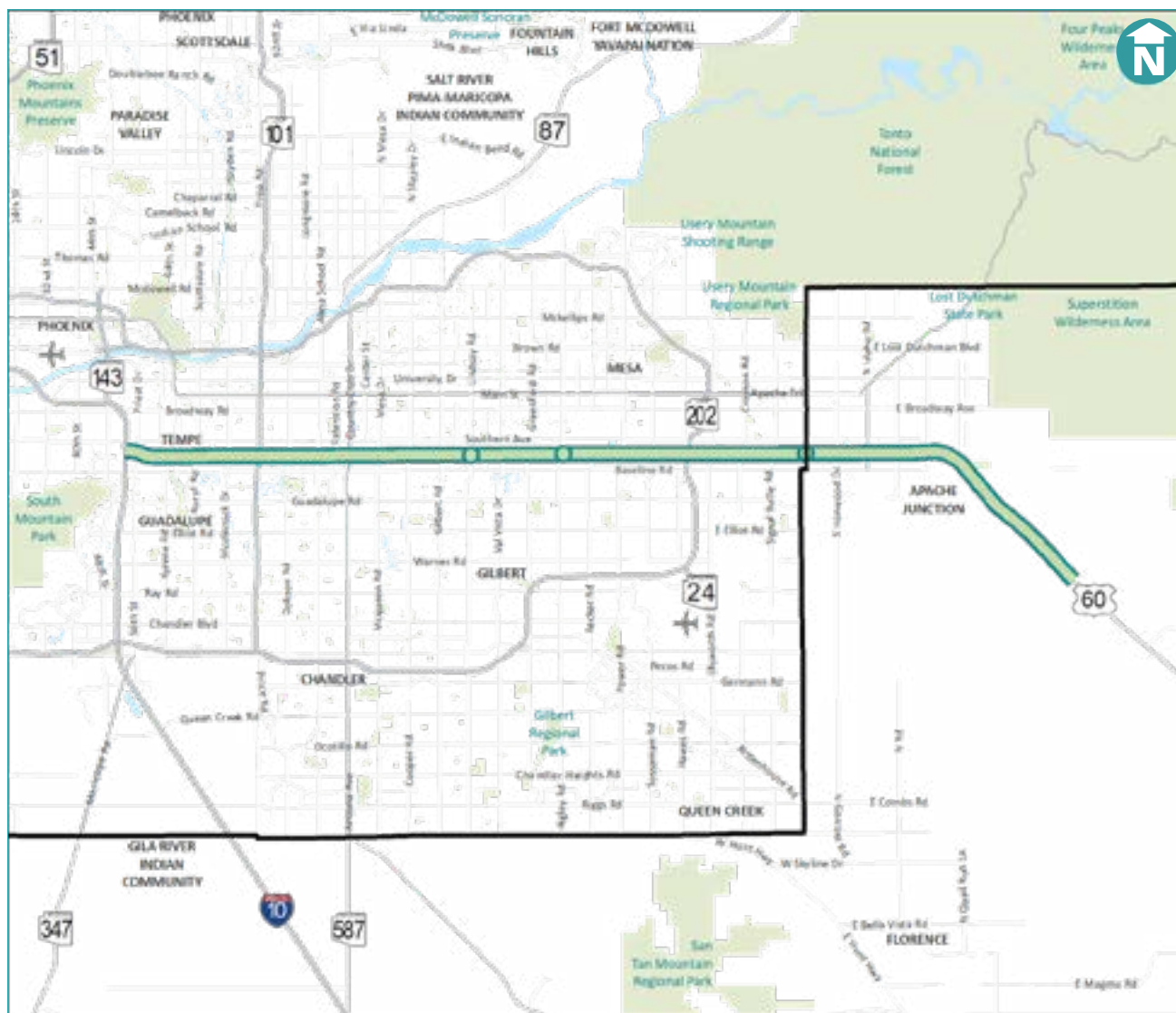


US 60/Grand

US 60/Grand begins in Surprise at the interchange with SR 303L/Estrella where it travels southwest passing through the interchange with SR 101L/Agua Fria. After briefly heading south along 27th Ave., US 60 ends up following I-17 and I-10 until it reaches the split with I-10 where US 60 becomes the Superstition. For Grand Avenue, the roadway ends at the intersection of Van Buren Street and 7th Avenue in Phoenix.

Completed/Underway/Planned





US 60/Superstition

US 60/Grand begins in Surprise at the interchange with SR 303L/Estrella where it travels southwest passing through the interchange with SR 101L/Agua Fria. After briefly heading south along 27th Ave., US 60 ends up following I-17 and I-10 until it reaches the split with I-10 where US 60 becomes the Superstition. For Grand Avenue, the roadway ends at the intersection of Van Buren Street and 7th Avenue in Phoenix.

Completed/Underway/Planned

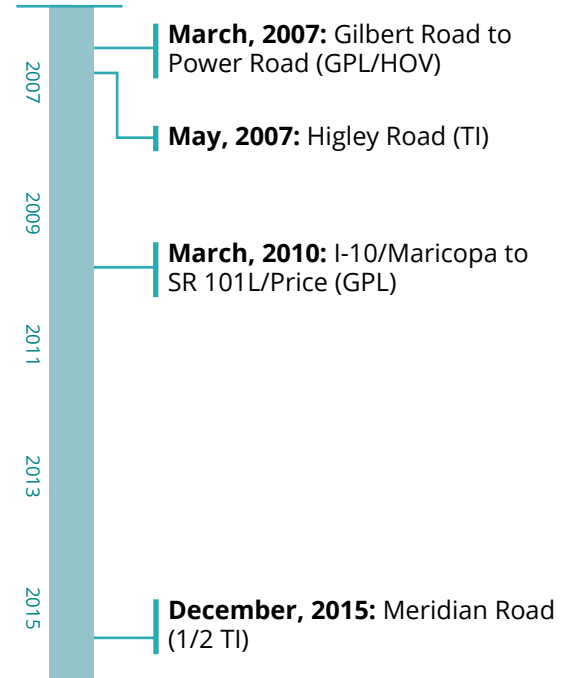


Table A-1 Expenditures and Future Costs (in millions \$)

Corridor /Route	Facility Subprogram	Segment/Project	Project Type	Design Costs (FY2006 2021) 21 \$ s	Right of Way Costs (FY2006 2021) 21 \$ s	Constructi on Costs (FY2006 2021) 21 \$ s	Total Costs (FY2006 2021) 21 \$'s	Costs (FY2022 2026) YO E \$'s	Total Costs (FY2006 2026) 21 + YO E \$ s	Deferred Costs (FY2027 2040) 21 + YO E \$ s	RTP Phase: Constructi on	Open to Traffic Date
I-10	Papago Freeway	Maricopa County Line to SR 51: Papago Corridor Management Consultant Oversight	ADMIN	0.74	0.27	0.29	1.30	-	1.30	-		
		SR 303 to I-17: Corridor Management Consultant Oversight	ADMIN	-	-	-	-	-	-	-		
		I-17 to SR 51: Corridor Management Consultant Oversight	ADMIN	-	-	-	-	-	-	-		
		SR 85 to SR 303: Design Concept Report & Right of Way	WIDEN	1.46	0.50	-	1.96	-	1.96	-		
		SR 85 to Verrado Way: General Purpose Lane	WIDEN	11.08	2.14	0.08	13.30	122.58	135.88	-	IV	U
		Verrado Way to Sarival Road: General Purpose Lane	WIDEN	2.61	-	28.16	30.77	-	30.77	-	I	8/16/2011
		Desert Creek Lane (323rd Avenue) TI	TI	-	-	-	-	20.40	20.40	-	IV	
		395th Avenue (Belmont Road) TI	TI	-	-	-	-	20.40	20.40	-	IV	
		Perryville Road: TI	TI	1.69	4.02	23.79	29.51	-	29.51	-	I	7/13/2007
		SR 303 to SR 101/Agua Fria Median: Design Concept Report & Right of Way	WIDEN	2.73	0.24	-	2.96	-	2.96	-		
		Sarival Avenue to Dysart Road: General Purpose Lane	WIDEN	2.90	-	35.83	38.73	-	38.73	-	II	10/19/2014
		Sarival Road to SR 101/Agua Fria Median: General Purpose Lane & High Occupancy Vehicle Lane	WIDEN	5.59	-	96.99	102.58	-	102.58	-	I	7/30/2010
		Fairway Drive (El Mirage Road) TI	TI	2.34	3.83	24.82	31.00	-	31.00	-	III	7/30/2020
		Avondale Boulevard TI	TI	0.07	0.00	2.76	2.83	-	2.83	-	I	4/11/2008
		Bullard Road TI	TI	1.22	5.60	9.73	16.56	-	16.56	-	I	8/8/2007
		SR 101/Agua Fria to I-17: Design Concept Report & Right of Way	WIDEN	3.21	0.61	-	3.82	-	3.82	-		
		43rd Avenue TI	TI	0.41	-	1.32	1.73	-	1.73	-	I	FY2011
		51st Avenue TI	TI	0.06	0.04	1.32	1.43	-	1.43	-	I	8/8/2007
		PAPAGO SUBTOTAL		36.12	17.26	225.09	278.47	163.38	441.85	-		
	Maricopa Freeway	SR 51 to SR 202/Santan: Design Concept Report & Right of Way	WIDEN	12.89	15.34	0.27	28.50	-	28.50	-		
		Sky Harbor West Airport Access	TI	-	-	-	-	100.00	100.00	-	IV	
		I-17 Split to SR 202/Santan: General Purpose Lane/High Occupancy Vehicle Lane/Traffic Interchange System	WIDEN	27.50	39.64	46.11	113.26	677.80	791.06	-	IV	U
		Baseline Road to Riggs Road: Corridor Management Consultant Oversight	ADMIN	0.00	-	-	0.00	-	0.00	-		
		Salt River to Baseline Road: Right of Way	ADMIN	0.03	136.17	8.63	144.83	-	144.83	-		
		Southern Avenue to SR 143: General Purpose Lane	WIDEN	0.30	-	3.35	3.65	-	3.65	-	I	1/15/2011
		SR 143/Hohokam to SR 202/Santan: National Technical Information Service	OTHER	2.20	2.81	0.51	5.52	-	5.52	-		
		Knox Road Pedestrian Bridge	OTHER	-	-	-	-	-	-	14.68	V	
		Ray Road TI	TI	0.76	-	9.62	10.38	-	10.38	-	I	8/8/2007

Corridor /Route	Facility Subprogram	Segment/Project	Project Type	Design Costs (FY2006 2021) 21 \$ s	Right of Way Costs (FY2006 2021) 21 \$ s	Constructi on Costs (FY2006 2021) 21 \$ s	Total Costs (FY2006 2021) 21 \$'s	Costs (FY2022 2026) YO E \$'s	Total Costs (FY2006 2026) 21 + YO E \$ s	Deferred Costs (FY2027 2040) 21 + YO E \$ s	RTP Phase: Constructi on	Open to Traffic Date
		SR 202/Santan to Riggs Road: Design Concept Report	WIDEN	1.26	-	-	1.26	0.49	1.75	-		
		SR 202/Santan to Riggs Road (SR 387): General Purpose Lane & High Occupancy Vehicle Lane	WIDEN	-	-	-	-	152.80	152.80	-	IV	
		Gila River Indian Community Access Improvements (Chandler Heights Road)	TI	-	-	-	-	15.00	15.00	-	IV	
		MARICOPA SUBTOTAL		44.95	193.96	68.49	307.39	946.10	1,253.49	14.68		
		I-10 TOTAL		81.07	211.22	293.58	585.87	1,109.48	1,695.34	14.68		
I-17	Black Canyon Freeway	I-10/Papago to I-10/Maricopa: Corridor Management Consultant Oversight	ADMIN	0.00	-	0.00	0.00	-	0.00			
		I-10 Split to 19th Avenue: Design Concept Report & Right of Way	WIDEN	10.07	0.31	0.62	10.99	8.27	19.26	-		
		I-10 Split to 19th Avenue: High Occupancy Vehicle Lane	WIDEN	-	-	-	-	-	-	490.83	V	
		I-10 Split to 19th Avenue: AUX Lanes	WIDEN	-	-	-	-	-	-	85.77	V	
		19th Avenue to Indian School Road: General Purpose/High Occupancy Vehicle Lane	WIDEN	-	-	-	-	-	-	1,379.31	V	
		Central Avenue Bridge	OTHER	1.95	-	12.26	14.21	9.81	24.02	-	III	U
		McDowell Road to Arizona Canal: Corridor Management Consultant Oversight	ADMIN	0.58	-	0.03	0.61	-	0.61	-		
		Peoria Avenue to Greenway Road: Drainage	OTHER	1.21	0.11	17.47	18.80	19.68	38.47		III	U
		Indian School Road to Dunlap Avenue: General Purpose/High Occupancy Vehicle Lane	WIDEN	-	-	-	-	-	-	1,379.31	V	
		Arizona Canal to SR 101/Agua Fria: Design Concept Report	WIDEN	0.61	-	-	0.61	-	0.61			
		Dunlap Avenue to SR 101/Agua Fria: General Purpose/High Occupancy Vehicle Lane	WIDEN	-	-	-	-	-	-	541.09	V	
		SR 101/Agua Fria System Interchange	TI	-	-	-	-	-	-	189.01	V	
		Cactus Road TI	TI	0.78	0.30	6.77	7.85	-	7.85	-	I	10/1/2008
		Bell Road TI	TI	-	-	-	-	-	-	185.03	V	
		Thunderbird Road TI	TI	-	-	-	-	-	-	143.87	V	
		Glendale Avenue TI	TI	-	-	-	-	-	-	90.96	V	
		Northern Avenue TI	TI	-	-	-	-	-	-	100.85	V	
		Camelback Road TI	TI	0.03	-	-	0.03	101.24	101.27	-	IV	
		Indian School Road TI	TI	2.68	0.07	-	2.74	57.90	60.65	-	IV	
		SR 101/Agua Fria to SR 74: Design Concept Report	WIDEN	3.79	-	0.00	3.79	-	3.79	-		
		SR 101/Agua Fria to Black Canyon TI: Right of Way	ADMIN	-	77.12	0.15	77.27	-	77.27	-		

Corridor /Route	Facility Subprogram	Segment/Project	Project Type	Design Costs (FY2006 2021) 21 \$ s	Right of Way Costs (FY2006 2021) 21 \$ s	Constructi on Costs (FY2006 2021) 21 \$ s	Total Costs (FY2006 2021) 21 \$'s	Costs (FY2022 2026) YO E \$'s	Total Costs (FY2006 2026) 21 + YO E \$ s	Deferred Costs (FY2027 2040) 21 + YO E \$ s	RTP Phase: Constructi on	Open to Traffic Date
		SR 101/Agua Fria to Jomax Road: General Purpose Lane & High Occupancy Vehicle Lane	WIDEN	4.91	-	76.69	81.60	-	81.60	-	I	11/8/2009
		Jomax Road to SR 74: General Purpose Lane & High Occupancy Vehicle Lane	WIDEN	4.62	-	92.95	97.58	-	97.58	-	I	7/30/2010
		Pinnacle Peak Road/Happy Valley TI	TI	6.80	0.00	61.52	68.32	-	68.32	-	III	3/12/2021
		Jomax Road/Dixiletta Road TI	TI	4.06	2.74	40.79	47.58	-	47.58	-	I	4/21/2010
		SR 74 TI	TI	1.56	-	22.72	24.28	-	24.28	-	I	5/15/2010
		SR 74 to Anthem Way: General Purpose Lane	WIDEN	3.53	0.70	13.67	17.90	-	17.90	-	I	12/3/2006
		Anthem Way to Yavapai County Line (New River): General Purpose Lane	WIDEN	-	-	-	-	50.00	50.00	-	IV	
		SR 74 to Anthem Way: High Occupancy Vehicle Lane	WIDEN	-	-	-	-	-	-	73.53	V	
		I-17 BLACK CANYON TOTAL		47.18	81.35	345.63	474.16	246.90	721.05	4,659.56		
SR 24	Gateway Expressway	SR 202/Santan to Ellsworth Road: New Freeway	NEW	14.84	27.20	79.69	121.73	-	121.73	-	III	5/4/2014
		SR 202/Santan to Ellsworth Road: General Purpose Lane	WIDEN	-	-	-	-	-	-	28.52	V	
		Ellsworth Road to Ironwood Drive: Interim Freeway	NEW	8.56	35.75	44.43	88.75	151.71	240.46	-	IV	U
		Ellsworth Road to Ironwood Drive: Final Freeway	NEW	-	-	-	-	-	-	119.88	V	
		SR 24 GATEWAY TOTAL		23.40	62.96	124.12	210.48	151.71	362.19	148.40		
SR 30	Tres Rios Freeway	SR 202/South Mountain to SR 303: New Freeway	NEW	18.55	119.96	10.97	149.48	474.39	623.87	2,129.21	V	
		SR 303 to SR 85: Design Concept Report	NEW	3.52	-	0.17	3.69	-	3.69	-		
		SR 303 to SR 85: Right of Way Preservation & Interim Freeway	NEW	-	-	-	-	-	-	878.26	V	
		SR 30 TRES RIOS TOTAL		22.07	119.96	11.14	153.17	474.39	627.56	3,007.47		
SR 51	Piestewa Freeway	SR 202/Red Mountain to SR 101/Pima: Corridor Management Consultant Oversight	WIDEN	0.00	-	-	0.00	-	0.00	-		
		Shea Boulevard to SR 101/Pima: High Occupancy Vehicle Lane & Ramp	WIDEN/TI	4.00	-	48.74	52.74	-	52.74	-	I	2/13/2009
		Shea Boulevard to SR 101/Pima: General Purpose Lane	WIDEN	-	-	-	-	-	-	93.65	V	
		SR 51 PIESTEWA TOTAL		4.00	-	48.74	52.75	-	52.75	93.65		
US 60	Grand Avenue	SR 303 to I-10/Papago (Van Buren Street): Corridor Capacity Improvements	WIDEN	-	-	-	-	-	-	299.31	V	
		SR 303 to 99th Avenue: General Purpose Lane	WIDEN	7.30	1.20	24.80	33.30	-	33.30	-	III	3/7/2017
		Bell Road TI	TI	3.17	20.89	54.36	78.41	-	78.41	-	II	7/14/2014
		Greenway Road to Thompson Ranch Road: Intersection Improvements	TI	0.91	0.01	5.36	6.28	-	6.28	-	III	3/15/2007

Corridor /Route	Facility Subprogram	Segment/Project	Project Type	Design Costs (FY2006 2021) 21 \$ s	Right of Way Costs (FY2006 2021) 21 \$ s	Constructi on Costs (FY2006 2021) 21 \$ s	Total Costs (FY2006 2021) 21 \$ s	Costs (FY2022 2026) YO E \$ s	Total Costs (FY2006 2026) 21 + YO E \$ s	Deferred Costs (FY2027 2040) 21 + YO E \$ s	RTP Phase: Constructi on	Open to Traffic Date
		Thompson Ranch Road (Thunderbird Road) TI	TI	2.28	5.71	6.59	14.58	-	14.58	-	I	5/15/2007
		SR 101/Agua Fria to McDowell Road: Right of Way & Major Investment Study	WIDEN	1.01	8.58	0.66	10.25	-	10.25	-		
		SR 101/Agua Fria to Van Buren Road: Design Concept Report	WIDEN	1.20	-	-	1.20	-	1.20	-		
		SR 101/Agua Fria to 71st Avenue: General Purpose Lane	WIDEN	5.30	2.40	24.10	31.80	-	31.80	-		10/4/2006
		99th Avenue to 83rd Avenue: Bridge	OTHER	1.30	1.20	9.50	12.00	-	12.00	-	III	7/12/2019
		83rd Avenue/Peoria Avenue: Intersection Improvements	TI	0.10	-	2.00	2.10	-	2.10	-	I	7/24/2007
		71st Avenue to McDowell Road: Capacity Improvements	WIDEN	-	-	6.40	6.40	-	6.40	-	II	2014
		71st Avenue to Grand Canal Bridge: Bridge Improvements	OTHER	0.10	-	3.60	3.70	-	3.70	-	I	2006
		Indian School Road/35th Avenue: Intersection Improvements	TI	0.60	-	-	0.60	186.33	186.93	-	IV	
		Northern Avenue TI	TI	-	-	-	-	-	-	159.53	V	
		Bethany Home TI	TI	-	-	-	-	-	-	108.55	V	
		McDowell Road TI	TI	-	-	-	-	-	-	133.81	V	
		GRAND AVENUE SUBTOTAL		23.26	39.98	137.37	200.62	186.33	386.95	701.20		
	Superstition Freeway	I-10/Maricopa to Meridian Road: Corridor Management Consultant Oversight	WIDEN	0.43	-	0.56	0.99	-	0.99	-		
		I-10/Maricopa to SR 101/Price: General Purpose Lane	WIDEN	2.26	-	26.73	28.99	-	28.99	-	III	6/2/2017
		Lindsay Road TI	TI	-	-	-	-	-	-	13.03	V	
		Gilbert Road to Power Road: General Purpose Lane & High Occupancy Vehicle Lane	WIDEN	4.70	-	88.10	92.80	-	92.80	-	I	4/30/2011
		Higley Road TI	TI	0.40	0.20	5.00	5.60	-	5.60	-	I	3/29/2010
		Ellsworth Road (Power Road) to Crismon Road: General Purpose Lane & High Occupancy Vehicle Lane	WIDEN	-	-	-	-	-	-	63.30	V	
		Crismon Road to Meridian Road: General Purpose Lane & High Occupancy Vehicle Lane	WIDEN	1.93	-	-	1.93	-	1.93	44.08	V	
		Meridian Road (West) TI	TI	1.80	1.20	10.20	13.20	-	13.20	-	I	4/1/2011
		SUPERSTITION SUBTOTAL		11.52	1.40	130.59	143.51	-	143.51	120.41		
		US 60 TOTAL		34.78	41.38	267.96	344.13	186.33	530.46	821.61		
SR 74	Carefree Highway	Mile Post 13 - 15: Pass Lane	OTHER	0.50	0.10	3.50	4.10	-	4.10	-	I	2/26/2010
		Mile Post 20-22: Pass Lane	OTHER	0.50	1.10	2.90	4.50	-	4.50	-	III	FY2019

Corridor /Route	Facility Subprogram	Segment/Project	Project Type	Design Costs (FY2006 2021) 21 \$ s	Right of Way Costs (FY2006 2021) 21 \$ s	Construction Costs (FY2006 2021) 21 \$ s	Total Costs (FY2006 2021) 21 \$ s	Costs (FY2022 2026) YO E \$ s	Total Costs (FY2006 2026) 21 + YO E \$ s	Deferred Costs (FY2027 2040) 21 + YO E \$ s	RTP Phase: Constructi on	Open to Traffic Date
		US 60/Grand to SR 303: Right of Way Protection	ADMIN	0.40	-	-	0.40	-	0.40	2.00		
		SR 74 CAREFREE TOTAL		1.40	1.20	6.40	9.00	-	9.00	2.00		
SR 85	SR 85	SR 85: Corridor Management Consultant Oversight	ADMIN	0.25	-	0.02	0.27	-	0.27	-		
		I-10/Papago to I-8/Reliever: Right of Way	ADMIN	0.11	32.75	-	32.85	-	32.85	-		
		Broadway Road to Hazen Road: Design	WIDEN	2.34	-	-	2.34	-	2.34	-		
		I-10/Papago to Southern Avenue: General Purpose Lane	WIDEN	1.60	-	11.10	12.70	-	12.70	-	I	7/27/2011
		Broadway Road to Lower Buckeye Road: Connecting Road	OTHER	-	-	4.70	4.70	-	4.70	-	I	FY2009
		Southern Avenue to MC 85: General Purpose Lane	WIDEN	0.50	-	9.20	9.70	-	9.70	-	I	2008
		Mile Post 139.01 - 141.71: General Purpose Lane	WIDEN	0.30	-	22.90	23.20	-	23.20	-	I	11/26/2008
		Mile Post 130.7 - 137.0: General Purpose Lane	WIDEN	0.30	-	24.90	25.20	-	25.20	-	I	1/29/2010
		SR 85 to Gila Bend: General Purpose Lane Phase 1	WIDEN	3.30	3.36	18.21	24.88	-	24.88	-	II	1/8/2013
		Warner Street Bridge TI	TI	0.01	-	-	0.01	5.50	5.51	-	IV	
		SR 85 TOTAL		8.70	36.11	91.03	135.84	5.50	141.34	-		
SR 87	Duthie Martin Freeway	Forest Boundary to New Four Peaks Road	WIDEN	3.05	0.63	22.64	26.32	-	26.32	-	I	9/30/2008
		Mile Post 211.8 - 213.0: Drainage	OTHER	0.32	0.08	0.99	1.39	-	1.39	-	I	5/9/2011
		New Four Peaks Road to Dos South Ranch	WIDEN	2.69	0.16	13.66	16.51	-	16.51	-	I	5/9/2011
		SR 87 DUTHIE MARTIN TOTAL		6.06	0.87	37.29	44.22	-	44.22	-		
SR 88	Apache Trail Expressway	Fish Creek Hill: Retaining Walls	OTHER	0.56	-	0.03	0.59	-	0.59	-		FY2012
		SR 88 APACHE TRAIL TOTAL		0.56	-	0.03	0.59	-	0.59	-		
US 93	Wickenburg Freeway	Wickenburg Bypass: New Freeway	NEW	2.75	15.46	35.77	53.98	-	53.98	-	III	FY2019
		Tegner Street to Wickenburg Ranch Way: General Purpose Lane	WIDEN	-	-	-	-	43.25	43.25	-	IV	
		US 93 TOTAL		2.75	15.46	35.77	53.98	43.25	97.23	-		
SR 101	Agua Fria	I-10/Papago to Tatum Boulevard: High Occupancy Vehicle Lane	WIDEN	3.05	1.03	136.32	140.39	-	140.39	-	I	12/19/2010
		I-10 System Interchange	TI	-	-	-	-	226.87	226.87	-	IV	
		I-10/Papago to US 60/Grand: General Purpose Lane	WIDEN	-	-	-	-	-	-	192.40	V	
		Bethany Home Road (North) TI	TI	1.21	-	8.44	9.65	-	9.65	-	I	11/8/2008
		Maryland Avenue High Occupancy Vehicle Ramps	TI	0.74	0.04	13.67	14.45	-	14.45	-	I	7/28/2009

Corridor /Route	Facility Subprogram	Segment/Project	Project Type	Design Costs (FY2006 2021) 21 \$ s	Right of Way Costs (FY2006 2021) 21 \$ s	Construction Costs (FY2006 2021) 21 \$ s	Total Costs (FY2006 2021) 21 \$ s	Costs (FY2022 2026) YO E \$ s	Total Costs (FY2006 2026) 21 + YO E \$ s	Deferred Costs (FY2027 2040) 21 + YO E \$ s	RTP Phase: Constructi on	Open to Traffic Date
		Northern Avenue TI	TI	-	-	-	-	10.00	10.00	-	IV	
		Olive Avenue TI	TI	0.38	-	3.57	3.95	-	3.95	-	I	7/19/2009
		Thunderbird Avenue TI	TI	0.38	-	3.57	3.95	-	3.95	-	I	10/24/2008
		Beardsley Road/Union Hills Drive TI	TI	-	-	19.02	19.02	-	19.02	-	I	5/6/2011
		US 60/Grand to 75th Avenue: General Purpose Lane	WIDEN	-	-	-	-	-	-	129.31	V	
		75th Avenue to I-17: General Purpose Lane & TI	WIDEN/TI	2.69	-	-	2.69	145.76	148.45	-	IV	
		AGUA FRIA SUBTOTAL		8.44	1.07	184.59	194.10	382.63	576.73	321.71		
	Pima	I-17 to SR 202/Red Mountain: Corridor Management Consultant Oversight	ADMIN	0.08	-	8.71	8.79	0.02	8.82	-		
		I-17 to Princess Drive: Design Concept Report & Right of Way	WIDEN	3.70	-	0.30	4.00	-	4.00	-		
		I-17 to Pima Road: General Purpose Lane	WIDEN	5.20	0.89	212.83	218.93	14.47	233.40	-	III	U
		Pima Road Extension: Joint Partnership Agreement	OTHER	-	-	-	-	3.93	3.93	-	IV	
		Princess Drive TI: Study	OTHER	0.48	-	0.05	0.53	-	0.53	-		
		64th Street TI	TI	2.86	2.32	24.36	29.54	-	29.54	-	I	FY 2011
		Tatum Boulevard to Princess Drive: High Occupancy Vehicle Lane	WIDEN	1.40	-	16.30	17.70	-	17.70	-	I	9/14/2007
		Hayden Road to Princess Drive: Drainage	OTHER	0.01	-	-	0.01	-	0.01	-		
		Princess Road (Pima Road) to Shea Boulevard: General Purpose Lane	WIDEN	0.64	-	-	0.64	130.84	131.47	-	IV	
		Princess Drive to SR 202/Red Mountain: High Occupancy Vehicle Lane	WIDEN	4.45	-	57.44	61.89	-	61.89	-	II	3/29/2014
		Shea Boulevard to SR 202/Red Mountain: Design	WIDEN	10.15	-	0.08	10.23	-	10.23	-		
		Shea Boulevard to SR 202/Red Mountain: General Purpose Lane	WIDEN	5.54	-	85.47	91.00	-	91.00	-	III	12/16/2016
		Chaparral Road TI	TI	0.23	-	0.95	1.17	-	1.17	-	II	5/6/2011
		PIMA SUBTOTAL		34.73	3.21	406.49	444.43	149.26	593.69	-		
	Price	SR 202/Red Mountain to SR 202L/Santan: High Occupancy Vehicle Lane	WIDEN	3.22	-	35.80	39.02	-	39.02	-	I	7/2/2011
		Baseline Road to SR 202/Santan: General Purpose Lane	WIDEN	4.46	-	72.74	77.20	-	77.20	-	III	8/18/2020
		Galveston Street: Drainage	OTHER	0.01	-	1.40	1.41	-	1.41	-		
		PRICE SUBTOTAL		7.69	-	109.94	117.63	-	117.63	-		
		SR 101 TOTAL		50.85	4.28	701.02	756.15	531.89	1,288.04	321.71		
SR 143	Hohokam Expressway	Sky Harbor Boulevard TI: Intersection Improvements & New Ramps	TI	5.20	0.40	22.00	27.60	-	27.60	-	II	7/9/2012
		SR 143 HOHOKAM TOTAL		5.20	0.40	22.00	27.60	-	27.60	-		

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SR 202L	Red Mountain Freeway	I-10/Maricopa and SR 51 TI to US 60/Superstition: Corridor Management Consultant Oversight	ADMIN	0.01	-	0.00	0.01	-	0.01	-		
		I-10/Maricopa and SR 51 TI to SR 101/Pima: General Purpose Lane	WIDEN	10.47	-	205.82	216.29	-	216.29	-	I	2010
		Mill Avenue to Washington Street: General Purpose Lane	WIDEN	1.20	-	5.70	6.90	-	6.90	-	I	4/11/2009
		SR 101/Pima to Broadway Road: General Purpose Lane & High Occupancy Vehicle Lane	WIDEN	4.86	3.15	137.28	145.28	-	145.28	-	I	8/27/2010
		SR 101/Pima to Gilbert Road: High Occupancy Vehicle Lane	WIDEN	3.30	-	24.30	27.60	-	27.60	-	II	12/18/2015
		Mesa Drive HOV Ramps	TI	-	-	-	-	-	-	18.53	V	
		Gilbert Road to Higley Road: General Purpose Lane	WIDEN	-	-	-	-	-	-	82.21	V	
		Higley Road to US 60/Superstition: General Purpose Lane	WIDEN	-	-	-	-	-	-	131.37	V	
		Broadway Road (Apache Tri) to Gilbert Road (US 60/Superstition): High Occupancy Vehicle Lane	WIDEN	-	-	-	-	-	-	104.46	V	
		US 60/Superstition: High Occupancy Vehicle Lane Ramps	TI	-	-	-	-	-	-	42.10	V	
		Power Road to University Drive: Habitat Mitigation Monitoring	OTHER	-	-	0.19	0.19	-	0.19	-		
		RED MOUNTAIN SUBTOTAL		19.84	3.15	373.29	396.28	-	396.28	378.67		
	Santan Freeway	US 60/Superstition to Val Vista Drive: General Purpose Lane	WIDEN	-	-	-	-	-	-	147.24	V	
		Val Vista Drive to SR 101/Price: General Purpose Lane	WIDEN	2.36	-	-	2.36	185.17	187.53	-	IV	
		Gilbert Road to I-10/Maricopa: High Occupancy Vehicle Lane & Ramps (SR 101/Price & I-10/Maricopa)	WIDEN	2.06	-	99.24	101.30	-	101.30	-	I	10/9/2011
		Lindsay Road TI	WIDEN	1.11	-	8.91	10.02	18.64	28.66	-	IV	U
		SR 101/Price to I-10/Maricopa: General Purpose Lane	WIDEN	-	-	-	-	-	-	78.12	V	
		SANTAN SUBTOTAL		5.53	-	108.15	113.68	203.81	317.50	225.36		
	South Mountain Freeway	I-10/Maricopa to I-10/Papago: Design Concept Report	NEW	31.01	-	1.11	32.12	-	32.12	-		
		I-10/Maricopa to I-10/Papago: Right of Way	ADMIN	0.01	69.68	1.50	71.19	-	71.19	-		
		I-10/Maricopa to I-10/Papago: New Freeway	NEW	34.93	507.38	1,094.31	1,636.61	-	1,636.61	-	III	12/2019
		I-10/Maricopa to I-10/Papago: Maintenance	OTHER	-	-	-	-	6.07	6.07	-		
		SOUTH MOUNTAIN SUBTOTAL		65.95	577.06	1,096.91	1,739.92	6.07	1,745.99	-		

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		SR 202 TOTAL		91.32	580.20	1,578.36	2,249.89	209.88	2,459.77	604.03	-	
SR 303L	Estrella Freeway	US 60/Grand to I-17: Corridor Management Consultant Oversight	ADMIN	1.05	-	0.06	1.11	-	1.11	-		
		MC 85 to I-17: Right of Way Protection	ADMIN	-	7.08	0.00	7.08	-	7.08	-		
		Happy Valley Parkway to I-17: 30% Design & Right of Way	NEW	6.72	41.61	0.04	48.37	-	48.37	-		
		US 60/Grand to Happy Valley Parkway: New Freeway	NEW	4.21	0.60	36.52	41.33	-	41.33	-	II	9/3/2014
		Cactus Road, Waddell Road and Bell Road TI	TI	3.99	-	33.43	37.42	-	37.42	-	II	5/30/2015
		El Mirage Road TI	TI	2.79	0.31	24.03	27.12	-	27.12	-	I	5/13/2011
		Happy Valley Parkway to Lake Pleasant Parkway: Final Freeway	NEW	2.37	-	11.00	13.37	26.31	39.68	-	IV	U
		Happy Valley Parkway to Lake Pleasant Parkway: Interim Freeway	NEW	14.41	-	114.19	128.59	-	128.59	-	II	FY2014
		I-10/Maricopa and SR 303: System TI Phase 1 & 2	TI	30.99	94.33	262.84	388.16	-	388.16	-	II	9/3/2014
		I-10/Papago to US 60/Grand: Design Concept Report	NEW	1.46	-	0.03	1.49	-	1.49	-		
		Riggs Road to SR 30: MC 85 Study	OTHER	1.62	0.00	0.09	1.71	-	1.71	-		
		Flood Control District Maricopa County Study: Joint Partnership Agreement	OTHER	0.38	-	0.01	0.39	-	0.39	-		
		Lake Pleasant Parkway to I-17: Interim Freeway	NEW	10.48	-	82.12	92.61	-	92.61	-	II	5/21/2014
		43rd Avenue/51st Avenue Interim TI	TI	-	-	-	-	-	-	-	IV	
		Lake Pleasant Parkway to I-17: Final Freeway	NEW	-	-	-	-	-	-	115.63	V	
		MC 85 to Van Buren Street: New Freeway	NEW	7.13	0.29	0.46	7.89	66.31	74.20	282.12	V	
		Northern Avenue/Olive Avenue TI	TI	-	-	-	-	-	-	21.53	V	
		Northern Avenue Parkway Interim TI	TI	-	-	-	-	-	-	-	ALCP	9/1/2013
		Thomas Road to US 60/Grand: 30% Design & Right of Way	NEW	5.43	104.71	5.87	116.01	-	116.01	-		
		Glendale Avenue to Peoria Avenue: New Freeway	NEW	7.88	-	86.73	94.60	-	94.60	-		11/13/2013
		Peoria Avenue to Mountain View Road: New Freeway	NEW	4.35	-	146.18	150.53	-	150.53	-		8/3/2016
		Thomas Road to Camelback Road: New Freeway	NEW	4.60	-	37.24	41.84	-	41.84	-		11/22/2013
		Camelback Road to Glendale Avenue: New Freeway	NEW	4.44	-	52.62	57.05	-	57.05	-		3/8/2011
		US 60/Grand and SR 303: Final TI	TI	-	-	-	-	-	-	126.58	V	
		US 60/Grand and SR 303: Interim TI	TI	6.60	0.04	53.72	60.36	-	60.36	-	II	8/3/2016
		I-17 Interchange	TI	-	-	-	-	-	-	202.97	V	
		SR 303 TOTAL		120.90	248.97	947.16	1,317.04	92.62	1,409.66	748.84		

Corridor /Route	Facility Subprogram	Segment/Project	Project Type	Design Costs (FY2006 2021) 21 \$ s	Right of Way Costs (FY2006 2021) 21 \$ s	Constructi on Costs (FY2006 2021) 21 \$ s	Total Costs (FY2006 2021) 21 \$'s	Costs (FY2022 2026) YO E \$'s	Total Costs (FY2006 2026) 21 + YO E \$ s	Deferred Costs (FY2027 2040) 21 + YO E \$ s	RTP Phase: Constructi on	Open to Traffic Date
General	Maintenance & Operations	Project Landscape	MAINT	6.13	0.01	131.11	137.25	-	137.25	-		
		Project Litter	MAINT	-	-	58.68	58.68	-	58.68	-		
		Project Sweeping	MAINT	-	-	26.45	26.45	-	26.45	-		
		MAG Litter, Sweeping, Landscaping Program	MAINT	-	-	-	-	76.13	76.13	-		
		MAINTENANCE TOTAL		6.13	0.01	216.24	222.38	76.13	298.52	-		
General	Minor	Public Involvement	OTHER	4.43	-	-	4.43	-	4.43	-		
		Central Control System	OTHER	0.59	-	1.19	1.78	-	1.78	-		
		RFS Director Support	OTHER	1.05	-	-	1.05	-	1.05	-		
		ITS Evaluation	OTHER	0.34	-	-	0.34	-	0.34	-		
		Noise Walls	OTHER	2.53	0.23	16.88	19.64	-	19.64	-		
		Passive Acoustic Detection Replacement	OTHER	0.23	-	1.57	1.79	-	1.79	-		
		Wrong way Detection	OTHER	0.31	-	3.89	4.21	-	4.21	-		
		System Enhancement: Traffic Management & Engineering	OTHER	-	-	0.83	0.83	-	0.83	-		
		MINOR PROGRAMS TOTAL		9.48	0.23	24.36	34.07	-	34.07	-	-	
MAG	Regionwide	Design Change Orders	ADMIN	-	-	-	-	12.00	12.00	-		
		Freeway Management System Preservation	ADMIN	0.54	-	4.26	4.81	3.60	8.41	-		
		Freeway Management System Projects	ADMIN	7.29	-	35.36	42.65	12.56	55.21	-		
		Freeway Service Patrols	ADMIN	11.51	-	-	11.51	5.51	17.02	-		
		Minor Freeway Improvements	ADMIN	-	-	-	-	22.50	22.50	-		
		DMS	ADMIN	-	-	0.41	0.41	0.17	0.58	-		
		Preliminary Engineering	ADMIN	-	-	-	-	6.00	6.00	-		
		Preliminary Engineering (Management Consultant Oversight)	ADMIN	-	-	-	-	14.60	14.60	-		
		Right of Way Advance Acquisition	ADMIN	-	-	-	-	28.00	28.00	-		
		Right of Way Plans & Titles	ADMIN	-	-	-	-	4.50	4.50	-		
		Right of Way Property Management	ADMIN	-	8.03	1.25	9.29	2.00	11.29	-		
		Risk Analysis Process	ADMIN	0.36	-	-	0.36	0.38	0.74	-		
		Risk Indemnification	ADMIN	12.29	-	-	12.29	11.50	23.79	-		
		REGIONWIDE TOTAL		31.99	8.03	41.29	81.31	123.32	204.63	-		
		GRAND TOTAL		547.85	1,412.88	4,792.13	6,752.63	3,251.39	10,004.02	10,421.94		

APPENDIX B - ARTERIAL LIFE CYCLE PROGRAM

Arterial Capacity/Intersection Improvements

ALCP Quadrant Maps

Figure B-1: Northeast Quadrant

Figure B-2: Northwest Quadrant

Figure B-3: Southeast Quadrant

Figure B-4: Southwest Quadrant

Table B-1: Regional Reimbursements and Total Expenditures

Table B-2: ITS Reimbursement

Arterial Capacity/Intersection Improvements

A total of 94 arterial capacity/intersection improvement projects were originally identified in the RTP and included in the ALCP. The current ALCP provides a listing of 64 of the original 94 projects and maintains the fiscal constraint of the life cycle program over the remainder of the 20-year sales tax. The projects follow the priorities established in the RTP. In some cases, projects are advanced, deleted, deferred, exchanged, or substituted per the ALCP Policies and Procedures (Policies). Every year, the program is updated based on new revenue forecasts and changes to project schedules.

As of the end of FY 2021, 89 ALCP projects or project segments have been completed including arterial street widenings, capacity improvement projects, and intersection improvements, at the following locations.

- ◆ 75th Ave. at Thunderbird Rd.: Intersection Improvements
- ◆ 83rd Ave.: Butler Rd. to Mountain View Rd.
- ◆ Airpark Design Concept Report (design only)
- ◆ Arizona Ave. at Chandler Blvd.: Intersection Improvements
- ◆ Arizona Ave. at Elliot Rd.: Intersection Improvements
- ◆ Arizona Ave. at Ray Rd.: Intersection Improvements
- ◆ Avenida Rio Salado Phase I: 51st Ave. to 43rd Ave./35th Ave. to 7th St.
- ◆ Baseline Rd: 24th St. to Consolidated Canal
- ◆ Beardsley Rd.: Loop 101 to 83rd Ave/Lake Pleasant Parkway
- ◆ Black Mountain Blvd.: SR-51 and 101L/Pima Fwy. to Pinnacle Peak Rd.
- ◆ Chandler Blvd. at Alma School Rd.: Intersection Improvements
- ◆ Chandler Blvd. at Dobson Rd.: Intersection Improvements
- ◆ Chandler Heights Rd.: Arizona Ave. to McQueen Rd.
- ◆ Dobson Rd. at Guadalupe Rd.: Intersection Improvements
- ◆ Drinkwater Blvd Bridge Improvements
- ◆ El Mirage Rd.: Deer Valley Dr. to Loop 303
- ◆ El Mirage Rd.: Bell Rd. to Deer Valley Dr.
- ◆ El Mirage Rd.: Bell Rd. to Picerne Dr.
- ◆ El Mirage Rd.: Cactus to Grand & Thunderbird Rd.: 127th Ave. to Grand Ave. (design only)
- ◆ El Mirage Rd.: Cactus Rd. to Grand Ave.
- ◆ El Mirage Rd.: Northern Ave. to Peoria Ave.

- ◆ El Mirage Rd.: Northern Ave. to Cactus Rd. (design only)
- ◆ El Mirage Rd.: Peoria Ave. to Cactus Rd.
- ◆ Elliot Rd.: Signal Butte Rd to Meridian Rd
- ◆ Elliot Rd.: Ellsworth Rd to Signal Butte Rd
- ◆ Frank Lloyd Wright Blvd. at 76th/78th/82nd Street: Intersection Improvements
- ◆ Germann Rd.: Val Vista Dr. to Higley Rd.
- ◆ Gilbert Rd. at University Dr.: Intersection Improvements
- ◆ Gilbert Rd.: Chandler Heights Rd. to Hunt Hwy.
- ◆ Gilbert Rd.: Ocotillo Rd. to Chandler Heights Rd.
- ◆ Gilbert Rd.: Queen Creek Rd. to Hunt Hwy. (design & right-of-way only)
- ◆ Gilbert Rd.: Queen Creek Rd. to Ocotillo Rd.
- ◆ Gilbert Rd.: SR202L/Germann Rd. to Queen Creek Rd.
- ◆ Greenfield Rd.: Baseline Rd. to Southern Ave.
- ◆ Guadalupe Rd. at Cooper Rd.: Intersection Improvements
- ◆ Guadalupe Rd. at Gilbert Rd.: Intersection Improvements
- ◆ Happy Valley Rd.: Lake Pleasant Pkwy. to Loop 303
- ◆ Happy Valley Rd.: Lake Pleasant Pkwy. to 67th Ave.
- ◆ Happy Valley: I-17 to 35th Ave.
- ◆ Hawes Rd.: Santan Freeway to Ray Rd.
- ◆ Higley Rd at Baseline Rd.: Intersection Improvements
- ◆ Lake Pleasant Pkwy.: Union Hills Dr. to Dynamite Rd.
- ◆ Lake Pleasant Pkwy.: West Wing Pkwy. to Loop 303
- ◆ Lindsay Rd.: Pecos Rd. to Germann Rd.
- ◆ Loop 101 at Beardsley Rd./Union Hills Dr.
- ◆ Loop 101 Frontage Rd.: Hayden Rd. to Scottsdale Rd.
- ◆ McQueen Rd.: Chandler Heights Rd. to Riggs Rd.
- ◆ McQueen Rd.: Ocotillo Rd. to Chandler Heights Rd.
- ◆ McQueen Rd.: Ocotillo Rd. to Riggs Rd. (design & right-of-way only)
- ◆ Mesa Dr.: US-60 to Southern Ave.
- ◆ Northern Parkway: Reems Rd. and Litchfield Dr. Overpasses
- ◆ Northern Parkway: Sarival Rd. to Dysart Rd.
- ◆ Northsight Blvd.: Hayden Rd. to Frank Lloyd Wright Blvd.

- ◆ Ocotillo Rd.: Arizona Ave. to McQueen Rd.
- ◆ Ocotillo Rd.: Cooper Rd. to Gilbert Rd.
- ◆ Old Price Rd. at Queen Creek Rd.
- ◆ Pima Rd.: SR101L to Thompson Peak Pkwy.
- ◆ Pima Rd.: Thompson Peak Pkwy. to Pinnacle Peak Rd.
- ◆ Pima Rd.: Via De Ventura Dr. to Krail St.
- ◆ Power Rd. at Pecos Rd.: Intersection Improvements
- ◆ Power Rd.: Baseline Rd. to East Maricopa Floodway
- ◆ Power Rd.: Santan Freeway to Pecos Rd.
- ◆ Price Rd.: Santan Freeway to Germann Rd.
- ◆ Queen Creek Rd.: Arizona Ave. to McQueen Rd.
- ◆ Queen Creek Rd.: Val Vista Dr. to Higley Rd.
- ◆ Queen Creek Rd.: McQueen Rd. to Gilbert Rd.
- ◆ Ray Rd. at Alma School Rd.: Intersection Improvements
- ◆ Ray Rd. at Dobson Rd.: Intersection Improvements Phase I
- ◆ Ray Rd.: Ellsworth Rd. to Signal Butte Rd.
- ◆ Ray Rd.: Signal Butte Rd. to Meridian Rd.
- ◆ Ray Rd.: Sossaman Rd. to Ellsworth Rd.
- ◆ Scottsdale Rd.: Thompson Peak Pkwy. to Pinnacle Peak Rd. (Phase I)
- ◆ Shea Blvd. at 90th/92nd/96th St.: Intersection Improvements
- ◆ Shea Blvd. at 120th/124th St.: Intersection Improvements
- ◆ Shea Blvd. at 124th St.: Intersection Improvements
- ◆ Shea Blvd. at Mayo/134th St.: Intersection Improvements
- ◆ Shea Blvd. at Via Linda (Phase1): Intersection Improvements
- ◆ Shea Blvd.: Loop 101 to 96th St. ITS Improvements
- ◆ Shea Blvd.: Palisades Blvd. to Fountain Hills Blvd.
- ◆ Shea Blvd.: Technology Dr. to Cereus Wash
- ◆ Signal Butte Rd.: Elliot Rd. to Ray Rd.
- ◆ Sonoran Blvd.: 15th Ave. to Cave Creek Rd.
- ◆ Southern Ave. Area Design Concept Report (design only)
- ◆ Southern Ave.: Greenfield Rd. to Higley Rd.
- ◆ Thunderbird Rd.: 127th Ave. to Grand Ave.
- ◆ University Dr.: Sossaman Rd. to 88th St.
- ◆ Val Vista Dr. Baseline Rd to US-60
- ◆ Val Vista Dr.: Warner Rd. to Pecos Rd.
- ◆ Warner Rd. at Cooper Rd.: Intersection Improvements

ALCP Quadrant Maps

Figure B-1: Northeast Quadrant

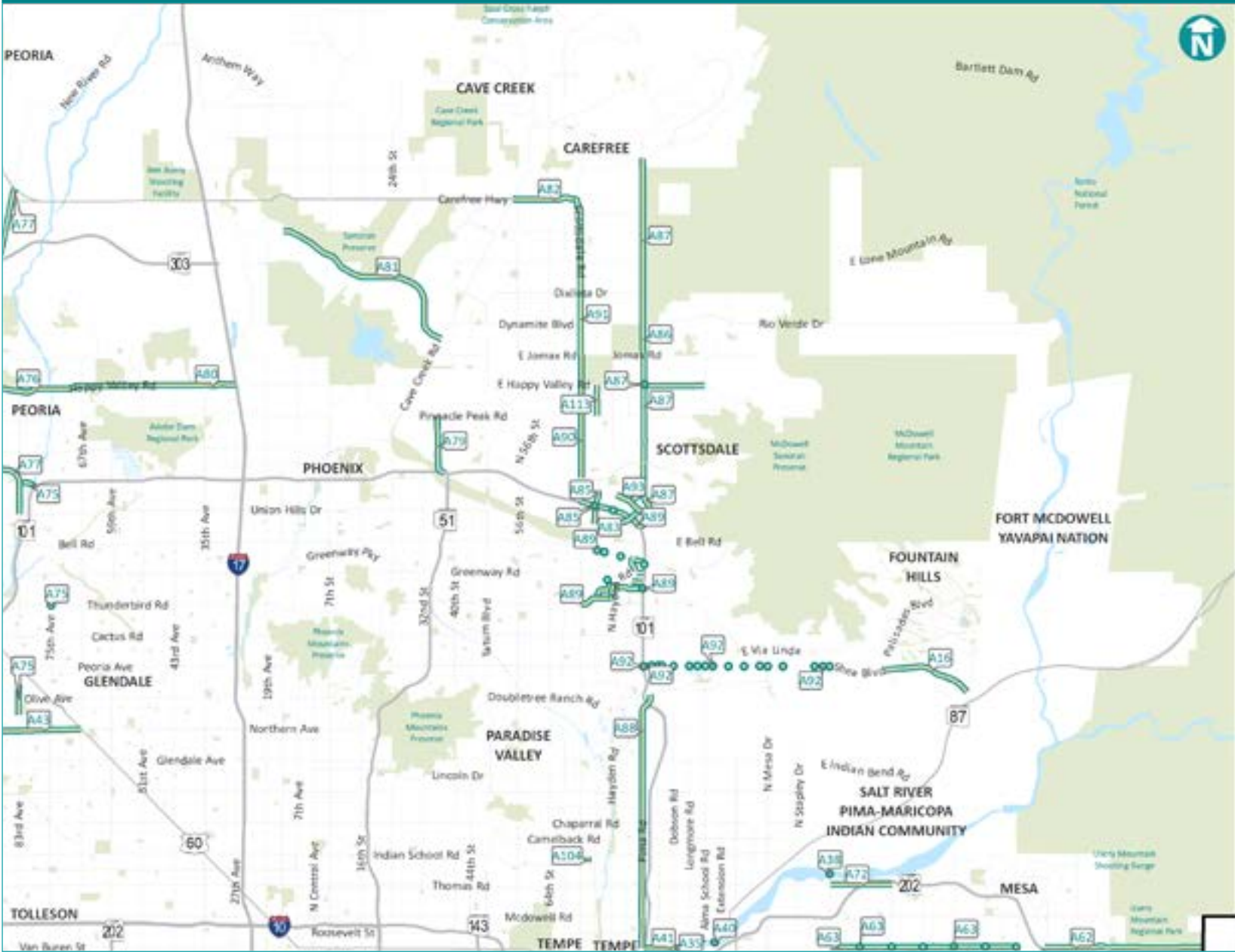


Figure B-2: Northwest Quadrant

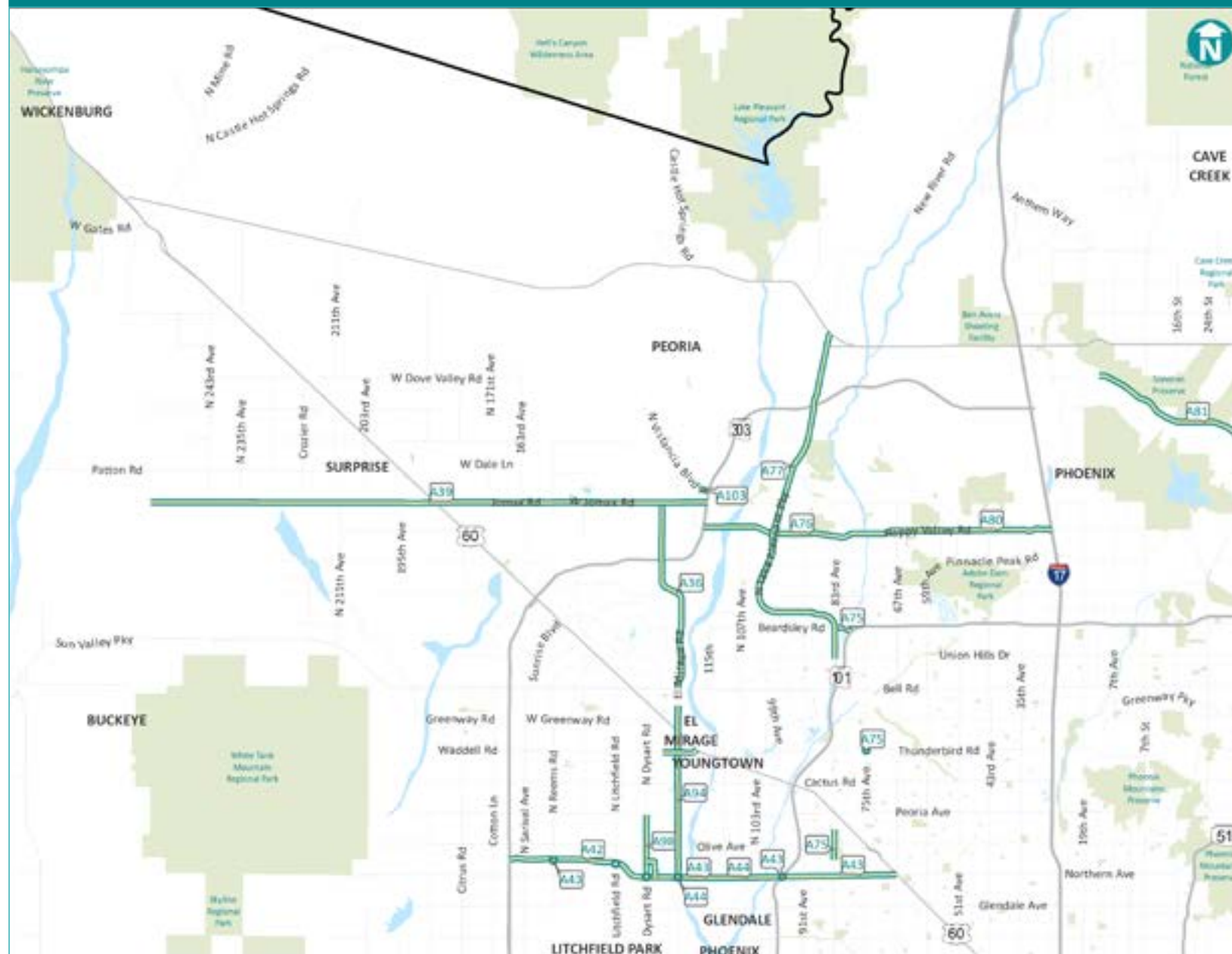


Figure B-3: Southeast Quadrant

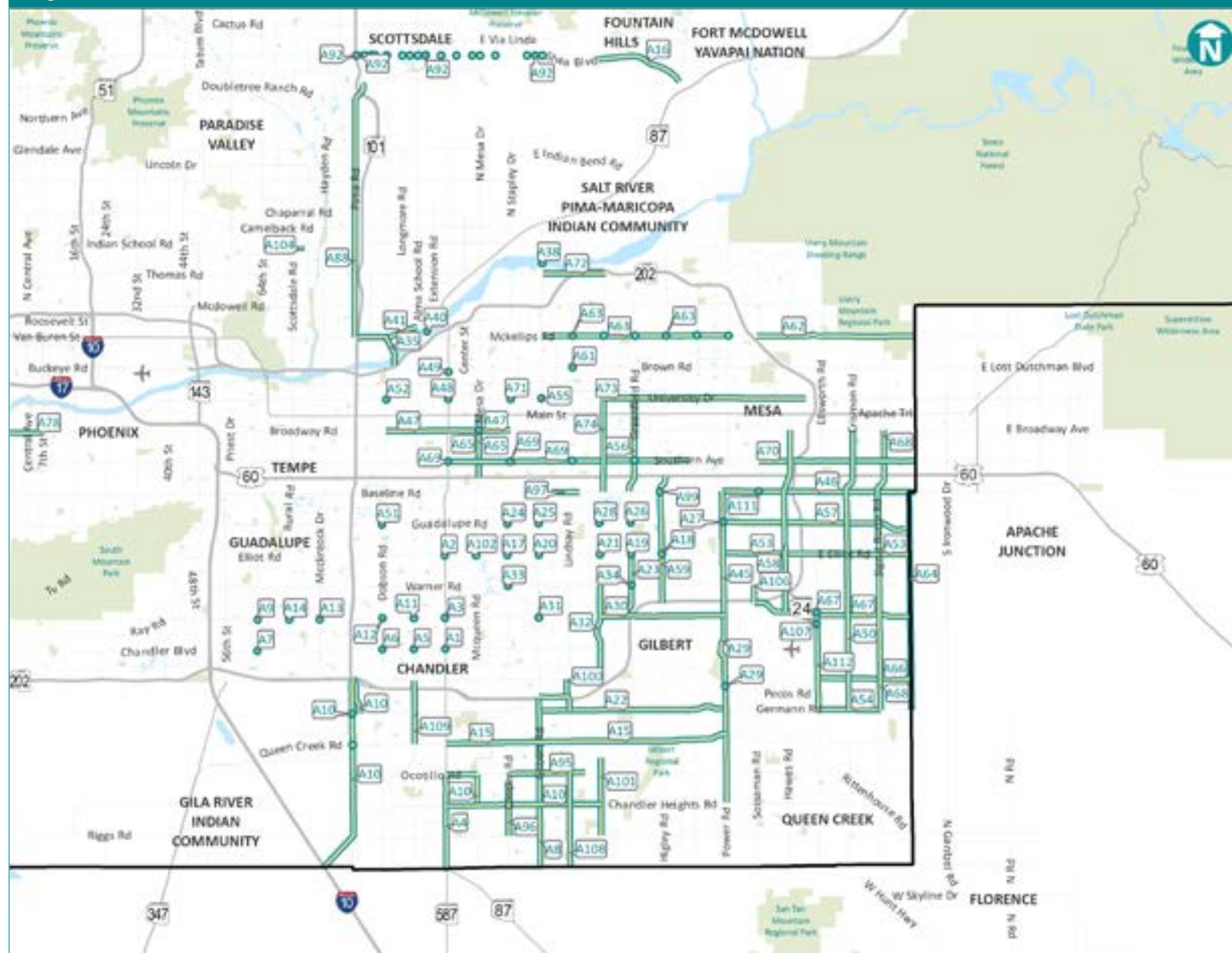


Figure B-4: Southwest Quadrant

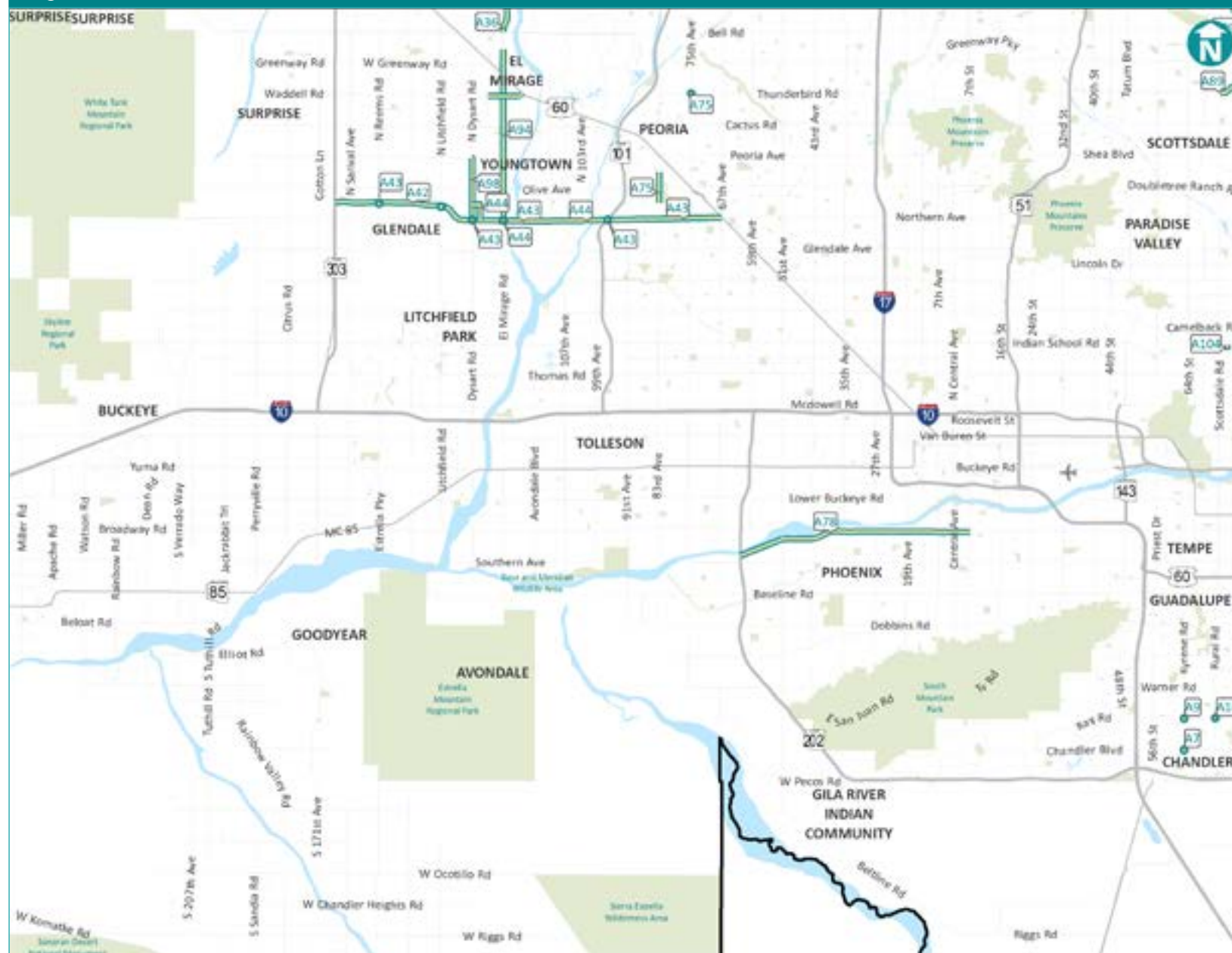


Table B-1 Regional Reimbursements and Total Expenditures (in millions of dollars)

Map Code	Facility/Location	Regional Funding				Total Expenditures				Final FY for construction	Length* (miles)	Other Project Information
		Reimb. through FY21 (YOE\$)	Estimated Future Reimbursement		Total Reimb. (2021\$, YOE\$)	Expend through FY21 (YOE\$)	Estimated Future Expend		Total Expend. (2021\$, YOE\$)			
			FY22-FY26	FY27-FY40			FY22-FY26	FY27-FY40				
CHANDLER												
A1	Arizona Ave/Chandler Blvd	3.582	0	0	3.582	7.628	0	0	7.628	2006	0.25	Project Completed
A2	Arizona Ave/Elliott Rd	3.211	0	0	3.211	4.587	0	0	4.587	2006	0.25	Project Completed
A3	Arizona Ave/Ray Rd	3.464	0	0	3.464	4.949	0	0	4.949	2007	0.25	Project Completed
A4	Arizona Ave: Ocotillo Rd to Hunt Highway	0	0	0	0	0	0	0	0	2027	3	Project deleted in exchange for ACILND1003
A5	Chandler Blvd/Alma School Rd	2.988	0	0	2.988	1.277	0	0	1.277	2017	0.25	Project Completed. HSIP Recipient
A6	Chandler Blvd/Dobson Rd	2.5	0	0	2.5	2.993	0	0	2.993	2012	0.25	Project Completed
A7	Chandler Blvd/Kyrene Rd	0	0	0	0	0	0	0	0	----	----	Project deleted in exchange for ACICOP1003
A8	Gilbert Rd: SR-202L to Hunt Hwy	24.539	0	0	24.539	39.201	0	0	39.201	2015	5.5	
	Gilbert Rd: SR-202L/Germann to Queen Creek Rd	6.752	0	0	6.752	10.316	0	0	10.316	2010	1.25	Project Completed
	Gilbert Rd: Queen Creek Rd to Hunt Hwy	3.244	0	0	3.244	4.634	0	0	4.634	----	----	Project Completed. Design and ROW project only.
	Gilbert Rd: Queen Creek Rd to Ocotillo Rd	7.537	0	0	7.537	10.767	0	0	10.767	2015	1	Project Completed
	Gilbert Rd: Ocotillo Rd to Chandler Heights	6.16	0	0	6.16	9.706	0	0	9.706	2015	1	FY15 RARF Closeout Project. Project Completed
	Gilbert Rd: Chandler Heights Rd to Riggs Rd	0.423	0	0	0.423	1.889	0	0	1.889	2015	1	Project Completed. Project combined with ACIGIL1003F
	Gilbert Rd: Riggs Rd to to Hunt Hwy	0.423	0	0	0.423	1.889	0	0	1.889	2015	1	Project Completed. Project combined with ACIGIL1003E
A9	Kyrene Rd/Ray Rd	0	0	0	0	0	0	0	0	----	----	Project deleted in exchange for ACICOP1003
A10	Price Rd Substitute Projects	36.164	7.699	0	43.863	47.885	11.103	0	58.988	2023	----	
	Chandler Heights Rd: Arizona Avenue to McQueen Road	7.336	0	0	7.336	10.485	0	0	10.485	2020	1	Project received savings from AIICHN1003. Project complete.

Map Code	Facility/Location	Regional Funding				Total Expenditures				Final FY for construction	Length* (miles)	Other Project Information
		Reimb. through FY21 (YOE\$)	Estimated Future Reimbursement		Total Reimb. (2021\$, YOE\$)	Expend through FY21 (YOE\$)	Estimated Future Expend		Total Expend. (2021\$, YOE\$)			
			FY22-FY26	FY27-FY40			FY22-FY26	FY27-FY40				
	Chandler Heights Road: McQueen Road to Gilbert Road	9.583	0	0	9.583	4.116	0	0	4.116	2020	3	Project limits extended from Gilbert Rd. to Val Vista Rd. Gilbert Rd. to Val Vista Rd. segment to be completed separately. Savings transferrred from ACIGIL1003E.
	McQueen Road: Ocotillo Road to Riggs Road	1.618	0	0	1.618	2.311	0	0.000	2.311	----	----	Project completed. Design and ROW project only. Construction split into ACIPRC1003I and ACIPRC1003J.
	Ocotillo Road: Arizona Avenue to McQueen Road	4.157	0	0	4.157	7.878	0	0	7.878	2017	1	Project completed. HSIP Recipient
	Ocotillo Road: Cooper Road to Gilbert Road	1.808	0	0	1.808	2.583	0	0	2.583	2019	2.5	Project completed. Savings transferred to ACIALM1003A
	Price Rd at Germann Rd: Intersection Improvements	0	0	0	0	0	0	0	0	----	----	Project deleted in exchange for ACIOCT1003
	Old Price Rd at Queen Creek Rd: Intersection Improvements	1.664	0	0	1.664	2.377	0	0	2.377	2017	0.8	Project completed. Project limits changed from Price Rd at Germann Rd to Old Price Rd at Germann Rd.
	Price Rd: Santan Fwy to Germann Rd	3.053	0	0	3.053	4.361	0	0	4.361	2008	1.25	Project Completed
	McQueen Rd: Ocotillo Rd to Chandler Heights	3.896	0	0	3.896	6.397	0	0	6.397	2018	1	Project Completed. ACI-PRC1003C construction phase split into ACIPRC1003I and ACIPRC1003J
	McQueen Rd: Chandler Heights to Riggs Rd	3.049	0	0	3.049	4.76	0	0	4.76	2017	1	Project Completed. ACI-PRC1003C construction phase split into ACIPRC1003I and ACIPRC1003J
	Chandler Heights Rd: Gilbert Rd to Val Vista Rd	0	7.699	0	7.699	2.617	11.103	0	13.72	2023	2	New segment from ACIPRC1003B. Project received savings from ACIPRC1003D.
A11	Ray Rd/Alma School Rd	2.217	0	0	2.217	3.322	0	0	3.322	2012	0.25	Project Completed. HSIP Recipient
A12	Ray Rd/Dobson Rd	0.202	0	6.452	6.654	0.288	0	9.216	9.504	2027	0.3	
	Ray Rd at Dobson Rd: Intersection Improvements Phase I	0.202	0	0	0.202	0.288	0	0	0.288	2019	0.3	Project complete. Project split into two phases.

Map Code	Facility/Location	Regional Funding				Total Expenditures				Final FY for construction	Length* (miles)	Other Project Information
		Reimb. through FY21 (YOE\$)	Estimated Future Reimbursement		Total Reimb. (2021\$, YOE\$)	Expend through FY21 (YOE\$)	Estimated Future Expend		Total Expend. (2021\$, YOE\$)			
			FY22-FY26	FY27-FY40			FY22-FY26	FY27-FY40				
	Ray Rd at Dobson Rd: Intersection Improvements Phase II	0	0	6.452	6.452	0	0	9.216	9.216	2027	0.3	Project split into two phases.
A13	Ray Rd/McClintock Dr	0	0	0	0	0	0	0	0	----	----	Project deleted in exchange for ACIALM1003A and ACIALM1003B
A14	Ray Rd/Rural Rd	0	0	0	0	0	0	0	0	----	----	Project deleted in exchange for ACICOP1003
A95	Ocotillo Rd: Gilbert Rd to 148th Street	3.178	0	0	3.178	9.313	0	0	9.313	2021	1.5	Substitute project in exchange for ACIPRC1003F
A96	Cooper Rd: Alamosa Drive to Riggs Rd	12.328	0.65	0.474	13.452	21.391	0	0	21.391	2020	2	Substitute project in exchange for AIICHN3003, AIKYR1003, and AIIRAY5003
	Cooper Rd: Alamosa Drive to Riggs Rd	1.265	0.65	0	1.915	3.1	0	0	3.1	2019	2	ROW only.
	Cooper Rd: Alamosa Drive to Riggs Rd	11.063	0	0.474	11.537	18.291	0	0	18.291	2020	2	Design and Const only
A108	Lindsay Road: Ocotillo Rd to Hunt Hwy	1.214	6.237	0.211	7.662	2.439	27.171	0	29.61	2023	3	Federally-funded. Design obligation occurred in FY20, no expenses incurred during this time.
A109	Alma School Road: Pecos Rd to Queen Creek Rd	1.984	5.135	0.725	7.844	7.021	11.154	0.546	18.721	2025	2	Substitute project in exchange for AIIRAY4003. Project split into two phases.
	Alma School Rd: Pecos Rd to Germann Rd	1.984	5.135	0.725	7.844	7.021	3.039	0.546	10.606	2023	1	Received savings from ACIPRC1003E
	Alma School Rd: Germann Rd to Queen Creek Rd	0	0	0	0	0	8.115	0	8.115	2025	1	
CHANDLER/GILBERT												
A15	Queen Creek Rd: Arizona Ave to Higley Rd	28.362	0	0	28.362	40.822	0	0	40.822	2021	4	
	CHANDLER Queen Creek Rd: Arizona Ave to McQueen Rd	5.672	0	0	5.672	8.103	0	0	8.103	2009	1	Project Completed

Map Code	Facility/Location	Regional Funding				Total Expenditures				Final FY for construction	Length* (miles)	Other Project Information
		Reimb. through FY21 (YOE\$)	Estimated Future Reimbursement		Total Reimb. (2021\$, YOE\$)	Expend through FY21 (YOE\$)	Estimated Future Expend		Total Expend. (2021\$, YOE\$)			
			FY22-FY26	FY27-FY40			FY22-FY26	FY27-FY40				
	CHANDLER Queen Creek Rd: McQueen Rd to Gilbert Rd	11.797	0	0	11.797	17.157	0	0	17.157	2020	2	Project Completed
	GILBERT Queen Creek Rd: Val Vista Dr. to Higley	10.893	0	0	10.893	15.562	0	0	15.562	2011	1	Project Completed. Savings reallocated to AIIGUD3003 and ACIGER2003B
EL MIRAGE/MARICOPA COUNTY												
A94	El Mirage Rd: Northern Ave to Bell Rd (Phase I)	32.685	0	0	32.685	51.342	0	0	51.342	2015	4.25	
	El Mirage Road Design Concept Report	1.448	0	0	1.448	2.068	0	0	2.068	----	----	Project completed.
	El Mirage Rd: Bell Rd to Picerne Dr (MC)	4.253	0	0	4.253	7.013	0	0	7.013	2014	0.5	Project completed.
	El Mirage Rd: Northern Ave to Cactus (MC)	0.669	0	0	0.669	0.956	0	0	0.956	----	----	Project completed. Design only. Savings reallocated to ACIELM2003D.
	El Mirage Rd: Cactus to Grand & Thunderbird Rd: 127th Ave to Grand (ELM)	1.112	0	0	1.112	1.588	0	0	1.588	----	----	Project completed. Design only.
	El Mirage Rd: Northern Ave to Peoria Ave (MC)	8.954	0	0	8.954	14.671	0	0	14.671	2020	2	Project completed. Savings transferred to ACIDYS1003.
	Thunderbird Rd: 127th Avenue to Grand Avenue (ELM)	10.06	0	0	10.06	14.772	0	0	14.772	2018	0.5	Project completed. Savings transferred to ACIDYS1003.
	El Mirage Rd: Peoria Ave to Cactus Rd (ELM)	6.189	0	0	6.189	10.274	0	0	10.274	2018	1	Project completed.
A37	El Mirage Rd: Northern Ave to Bell Rd (Phase II)	2.395	0	0	2.395	1.587	0	0	1.587	2031	3.6	
	El Mirage Rd: Cactus to Grand Avenue (ELM)	2.395	0	0	2.395	1.587	0	0	1.587	2018	1.5	Project completed.
	El Mirage Rd: Grand Avenue to Picerne Drive (MC)	0	0	0	0	0	0	0	0	2031	2	Project deleted in exchange for ACIDYS1003
A98	Dysart Rd: Northern Ave to Peoria Ave	0.608	6.912	0	7.52	10.868	0	0	10.868	2021	2	Substitute project in exchange for ACIELM3003B
FOUNTAIN HILLS												
A16	Shea Blvd: Palisades Blvd to Cereus Wash	3.411	2.446	0.339	6.196	5.931	3.58	0	9.511	2022	3	

Map Code	Facility/Location	Regional Funding				Total Expenditures				Final FY for construction	Length* (miles)	Other Project Information
		Reimb. through FY21 (YOE\$)	Estimated Future Reimbursement		Total Reimb. (2021\$, YOE\$)	Expend through FY21 (YOE\$)	Estimated Future Expend		Total Expend. (2021\$, YOE\$)			
			FY22-FY26	FY27-FY40			FY22-FY26	FY27-FY40				
	Shea Blvd: Palisades Blvd to Fountain Hills Blvd	0.248	0	0	0.248	0.358	0	0	0.358	---	---	Project is for design only. Project Completed.
	Shea Blvd: Technology Dr to Cereus Wash	3.084	0	0	3.084	4.403	0	0	4.403	2017	0.8	Project completed.
	Shea Blvd: Palisades Blvd to Technology Dr	0.079	2.446	0.339	2.864	1.17	3.58	0	4.75	2022	2.2	
GILBERT												
A17	Elliot Rd/Cooper Rd	0.392	7.523	0	7.915	12.016	0	0	12.016	2021	0.5	Project received reallocation of regional funds AIIELT1003.
A18	Elliot Rd/Gilbert Rd	0	0	0	0	0	0	0	0	-----	-----	Project deleted. Regional funding for project reallocated to ACIVAL3003.
A19	Elliot Rd/Greenfield Rd	0	0	0	0	0	0	0	0	-----	-----	Project deleted. Regional funding for project reallocated to AIIELT3003.
A20	Elliot Rd/Higley Rd	0	0	0	0	0	0	0	0	-----	-----	Project deleted. Regional funding for project reallocated to ACIVAL3003.
A21	Elliot Rd/Val Vista Dr	0	0	0	0	0	0	0	0	-----	-----	Project deleted. Regional funding for project reallocated to ACIVAL3003.
A22	Germann Rd: Gilbert Rd to Power Rd	13.88	7.251	0	21.131	32.72	0	0	32.72	2021	4	
	Germann Rd: Gilbert Rd to Val Vista Dr	9.154	7.251	0	16.405	25.969	0	0	25.969	2021	2	
	Germann Rd: Val Vista Dr to Higley Rd	4.726	0	0	4.726	6.751	0	0	6.751	2017	2	Project complete. Received project savings from ACIQNC1003C
A23	Greenfield Rd: Elliot Rd to Ray Rd	0	0	0	0	0	0	0	0	-----	-----	Project deleted in exchange for ACIVAL3003.
A24	Guadalupe Rd/Cooper Rd	5.879	0	0	5.879	7.924	0	0	7.924	2017	0.5	Received project savings from ACIQNC1003C. Project Complete.
A25	Guadalupe Rd/Gilbert Rd	6.512	0	0	6.512	9.302	0	0	9.302	2015	0.5	Project Completed
A26	Guadalupe Rd/Greenfield Rd	0	0	0	0	0	0	0	0	-----	-----	Project deleted. Regional funding for project reallocated to AIIMCQ3003.
A27	Guadalupe Rd/Power Rd	0	0	6.28	6.28	0	11.428	0	11.428	2026	0.5	

Map Code	Facility/Location	Regional Funding				Total Expenditures				Final FY for construction	Length* (miles)	Other Project Information
		Reimb. through FY21 (YOE\$)	Estimated Future Reimbursement		Total Reimb. (2021\$, YOE\$)	Expend through FY21 (YOE\$)	Estimated Future Expend		Total Expend. (2021\$, YOE\$)			
			FY22-FY26	FY27-FY40			FY22-FY26	FY27-FY40				
A28	Guadalupe Rd/Val Vista Dr	0	0	0	0	0	0	0	0	-----	-----	Project deleted. Regional funding for project reallocated to ACIVAL3003.
A30	Ray Rd: Val Vista Dr to Power Rd	0	0	0	0	0	0	0	0	-----	-----	Project deleted in exchange for ACILND2003
A31	Ray Rd/Gilbert Rd	0	0	0	0	0	0	0	0	-----	-----	Project deleted in exchange for ACIWRN2003
A32	Val Vista Dr: Warner Rd to Pecos	10.398	0	0	10.398	16.308	0	0	16.308	2006	2.9	FY08 RARF Closeout Project. Project Completed.
A33	Warner Rd/Cooper Rd	3.701	0	0	3.701	6.268	0	0	6.268	2010	0.5	Project Completed
A34	Warner Rd/Greenfield Rd	0	0	0	0	0	0	0	0	-----	-----	Project deleted in exchange for AIIHIG1003.
A99	Higley Rd/Baseline Rd	3.442	0.333	0	3.775	5.068	0	0	5.068	2021	0.5	Substitute project in exchange for AIWRN2003. Project completed.
A100	Lindsay Rd/SR-202L Transportation Interchange and Corridor Improvements	8.833	1	0	9.833	35.602	0	0	35.602	2022	3	
	Lindsay Rd/SR-202L Transportation Interchange & Frontage Rd	2.225	0.000	0	2.225	26.16	0	0	26.16	2022	1.25	
	Lindsay Rd: Pecos Rd to Germann Rd	6.608	1.000	0	7.608	9.442	0	0	9.442	2021	1	
	Mustang Drive: Rivulon Blvd to Germann Rd	0	0	0	0	0	0	0	0	-----	-----	Project deleted in exchange for ACIWRN2003.
A101	Val Vista Dr: Appleby Rd to Riggs Rd	13.281	11.031	0	24.312	25.963	0	0	25.963	2021	2.5	Project received reallocation of regional funds from AIILT4003, AIIGUD2003, AIILT5003 and AIILT2003.
A102	McQueen Rd at Elliot Rd	0	3.098	1.813	4.911	0	10.384	0	10.384	2023	0.5	Substitute project in exchange for AIIGUD1003.
	Warner Rd: Recker Rd to Power Rd	0	10.624	0	10.624	0	15.173	0	15.173	2024	1	
	Baseline Rd: Greenfield to Power Rd	0	0	0	0	0	11.364	0	11.364	2024	3	
GILBERT/MESA/MARICOPA COUNTY												
A29	Power Rd: Santan Fwy to Chandler Heights	20.591	0	0	20.591	36.765	27.993	0	64.758	2024	6	
	Power Rd/Pecos (GIL)	5.143	0	0	5.143	7.347	0	0	7.347	2008	0.5	Project Completed

Map Code	Facility/Location	Regional Funding				Total Expenditures				Final FY for construction	Length* (miles)	Other Project Information
		Reimb. through FY21 (YOE\$)	Estimated Future Reimbursement		Total Reimb. (2021\$, YOE\$)	Expend through FY21 (YOE\$)	Estimated Future Expend		Total Expend. (2021\$, YOE\$)			
			FY22-FY26	FY27-FY40			FY22-FY26	FY27-FY40				
	Power Rd: Santan Fwy to Pecos Rd (MES)	15.448	0	0	15.448	29.418	0	0	29.418	2014	1.5	Project Completed. Lead Agency changed from Gilbert to Mesa in July 2012.
	Power Rd: Pecos to Chandler Heights (GIL)	0	0	0	0	0	27.993	0	27.993	2025	4	
A45	Power Rd: Baseline Rd to Santan Fwy	7.76	8.193	0	15.953	22.615	31.046	0	53.661	2018	4.5	
	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202 (MES)	0	8.193	0	8.193	0.575	31.046	0	31.621	2023	3.5	
	Power Rd: Baseline Rd to East Maricopa Floodway (MC)	7.76	0	0	7.76	22.04	0	0	22.04	2009	1	Project Completed
MARICOPA COUNTY												
A35	Dobson Rd: Bridge over Salt River	0	0	0	0	0.692	1.000	43.11	44.802	2035	1.6	Regional funding for project reallocated to ACIGIL2003.
A36	El Mirage Rd: Bell Rd to Jomax Rd	14.356	0	0	14.356	21.437	17.889	0	39.326	2027	6.2	
	El Mirage Rd: Bell Rd to Deer Valley Dr	8.821	0	0	8.821	13.531	0	0	13.531	2010	3	FY15 RARF Closeout Project. Project Completed
	El Mirage Rd: L303 to Jomax	0	0	0	0	0	17.889	0	17.889	2030	2	
	El Mirage Rd: Deer Valley Dr to L303	5.535	0	0	5.535	7.906	0	0	7.906	2009	1.2	FY10 RARF Closeout Project. Project Completed.
A38	Gilbert Rd: Bridge over Salt River	3.600	39.037	0	42.637	15.063	78.213	0	93.276	2025	1.6	
A39	Jomax Rd: SR-303L to Sun Valley Parkway	0	0	0	0	0	0	0	0	-----	-----	Project deleted. Regional funding for project reallocated to ACIJMX3003.
A40	McKellips Rd: Bridge over Salt River	0	0	0	0	0	0	0	0	-----	-----	Project deleted in exchange for ACIMAN1003.
A41	McKellips Rd: SR-101L to SRP-MIC/Alma School Rd	1.269	11.617	14.567	27.453	6.704	10.292	14.567	31.563	2023	2	Portion of project funding reallocated to ACIGIL2003.
A42	Northern Pkwy: Sarival to Grand (Phase I)	60.713	0	0	60.713	86.846	1.7	0	88.546	2013	12.5	Total corridor length is 12.5 miles
	Northern Parkway: Sarival to Dysart	58.112	0	0	58.112	79.714	0	0	79.714	2013	12.5	Project Completed
	Northern Parkway: ROW Protection	2.601	0	0	2.601	7.132	1.7	0	8.832	2013	12.5	Project Completed
A43	Northern Pkwy: Sarival to Grand (Phase II)	74.641	35.134	0.000	109.775	128.572	37.659	0.000	166.231	2023	12.5	

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		Reimb. through FY21 (YOE\$)	Estimated Future Reimbursement		Total Reimb. (2021\$, YOE\$)	Expend through FY21 (YOE\$)	Estimated Future Expend		Total Expend. (2021\$, YOE\$)			
			FY22-FY26	FY27-FY40			FY22-FY26	FY27-FY40				
	Northern Parkway: Sarival to Dysart	2.400	0.000	0.000	2.400	4.876	0	0	4.876	2014	4.1	Landscape and construction project.
	Northern Pkwy: Dysart to 111th	54.718	4.150	0	58.868	72.226	0	0	72.226	2021	2.5	Project received funding from ACINOR1003G. Project scope includes Agua Fria Bridge.
	Northern Parkway: Reems and Litchfield Overpasses	7.214	0	0	7.214	14.088	0	0	14.088	2016	0.2	Project Completed. Combined two segments
	Northern Parkway: 99th Ave to 87th Avenue	2.408	18.327	0	20.735	3.41	37.659	0	41.069	2024	1	Project limits expanded to 87th Ave. Project renamed. Includes the Northern Pkwy at SR-101 Traffic Interchange. Funding shifted from ACINOR1003F. Funding shifted from ACINOR2003D and ACINOR2003F.
	Northern Pkwy: Dysart Overpass	0.833	0	0	0.833	1.157	0	0	1.157	----	0.4	Design project only. Construction to occur as part of ACINOR1003H.
	Northern Parkway: 111th Ave to Grand	0	0	0	0	1.25	0	0	1.25	----	5.5	ROW project only. Funding shifted to ACINOR1003D.
	Northern Parkway: Interim Construction	0	0	0	0	0	0	0	0	----	----	Project Deleted. Funding shifted to ACINOR1003B and ACINOR1003E
	Northern Parkway: Loop 101 to Grand Ave Scoping Assessment	0.943	0	0	0.943	1.243	0	0	1.243	----	----	Pre-design only. Received project savings from ACINOR1003E.
	Northern Parkway: Dysart and El Mirage Overpasses	6.125	12.657	0	18.782	30.322	0	0	30.322	2022	0.8	Construction project only.
A44	Northern Pkwy: Sarival to Grand (Phase III)	66.318	30.236	8.093	104.647	9.879	71.436	0	81.315	2027	12.5	
	Northern Pkwy: El Mirage Alternative Access	1.445	3.842	0	5.287	1.639	10.367	0	12.006	2024	0.75	
	Northern Pkwy: El Mirage Overpass	0.943	0	0	0.943	1.622	0.000	0.000	1.622	----	0.4	Design project only. Construction to occur as part of ACINOR1003H.

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			FY22-FY26	FY27-FY40			FY22-FY26	FY27-FY40				
	Northern Pkwy: Agua Fria to 99th	2.183	55.379	0	57.562	3.118	58.786	0	61.904	2025	1	Funding shifted to ACINOR1003D. Funding shifted from ACINOR2003D and ACINOR2003E.
	Northern Pkwy: 112th to 107th	0	0	0	0	0	0	0	0	----	----	Funding shifted to ACINOR2003C.
	Northern Pkwy: 107th to 99th	0	0	0	0	0	0	0	0	----	----	Funding shifted to ACINOR2003C.
	Northern Pkwy: Loop 101 to 91st	0	0	0	0	0	0	0	0	----	----	Funding shifted to ACINOR1003D.
	Northern Pkwy: 91st to Grand Intersection Improvements	0	0	0	0	0	0	0	0	2026	3	Funding shifted to ACINOR1003D.
	Northern Pkwy: ROW Protection	0	0	0	0	0	0	0	0	----	12.5	ROW project only. Funding shifted to ACINOR1003D.
	Northern Pkwy: Ultimate Construction	0	0	0	0	0	0	0	0	2026	12	Funding shifted to ACINOR2003E.
	Northern Parkway: Agua Fria to 99th Ave (Pre-design)	3.301	0	0	3.301	3.500	2.283	0.000	5.783	----	2.5	Design project only. Funding shifted from ACINOR2003G.
	Main St: Sossaman Rd to Meridian Rd	0	14.005	0	14.005	0	0	0	0			Funding shifted from ACIMCK3003.
MESA												
A46	Baseline Rd: Power Rd to Meridian Rd	0	0	0	0	0	0	0	0	2017	6	
	Baseline Rd: Power Rd to Ellsworth Rd	0	0	0	0	0	0	0	0	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
	Baseline Rd: Ellsworth Rd to Meridian Rd	0	0	0	0	0	0	0	0	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
A47	Broadway Rd: Dobson Rd to Country Club	0.818	20.369	0.000	21.187	3.531	30.907	0.000	34.438			Project limits changed from Broadway Rd: Dobson Rd to Country Club to Broadway Rd: Country Club Dr to Stapley Dr.
	Broadway Rd: Country Club Dr to Mesa Dr	0	5.640	0.000	5.640	0	17.021	0	17.021	2022	4.5	Funding shifted to ACIBDW2003B.
	Broadway Rd: Mesa Dr to Stapley Dr	0.818	14.729	0	15.547	3.531	13.886	0	17.417	2024	1	Funding shifted from ACIBDW2003A.
A48	Country Club/University Dr	0	0	8.325	8.325	0	0	25.268	25.268	2029	1	

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			FY22-FY26	FY27-FY40			FY22-FY26	FY27-FY40				
A49	Country Club/Brown Rd	0	0	0	0	0	0	0	0	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
A50	Crismon Rd: Broadway Rd to Germann Rd	0	9.488	0.431	9.919	0	22.965	0	22.965	2030	9	
	Crismon Rd: Broadway Rd to Guadalupe Rd	0	9.488	0.431	9.919	0	22.965	0	22.965	2030	3	
	Crismon Rd: Guadalupe Rd to Ray Rd	0	0	0	0	0	0	0	0	----	----	Project was deleted. Funding was transferred to ACIBDW2003.
	Crismon Rd: Ray Rd to Germann Rd	0	0	0	0	0	0	0	0	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
A51	Dobson Rd/Guadalupe Rd	2.124	0	0	2.124	3.1	0	0	3.1	2010	0.5	Project Completed
A52	Dobson Rd/University Dr	0	4.921	0	4.921	0	8.224	0	8.224	2027	0.5	
A53	Elliot Rd: Power Rd to Meridian Rd	8.622	17.487	0	26.109	12.874	32.733	0	45.607	2026	6	
	Elliot Rd: Sossaman Rd to Ellsworth Rd	0	12.386	0	12.386	0.559	24.033	0	24.592	2025	1.5	Received project savings from ACIRAY2003B and ACIRAY2003C. Project segmented to ACIELT1003E.
	Elliot Rd: Power Rd to Sossaman Rd	0	5.101	0	5.101	0	8.7	0	8.7	2027	1.5	Project segmented from ACIELT1003A.
	Elliot Rd: Ellsworth Rd to Signal Butte Rd	7.813	0	0	7.813	11.161	0	0	11.161	2019	2	Received project savings from ACIRAY2003B and ACIRAY2003C. Funds shifted from ACIELT10303D. Project completed.
	Elliot Rd: Power Rd to Meridian Rd	0.179	0	0	0.179	0.255	0	0	0.255	-----	-----	Project completed. Pre-design/scoping only.
	Elliot Rd: Signal Butte Rd to Meridian Rd	0.630	0	0	0.630	0.899	0	0	0.899	2019	1	Funds shifted to ACIELT1003B. Project completed.
A54	Germann Rd: Ellsworth Rd to Signal Butte Rd	0	0	0	0	0	0	0	0	-----	-----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
A55	Gilbert Rd/University Dr	2.741	0	0	2.741	11.765	0	0	11.765	2010	0.5	Project Completed
A56	Greenfield Rd: University Rd to Baseline Rd	5.777	0	0	5.777	9.692	0	0	9.692	2024	3	
	Greenfield Rd: Baseline Rd to Southern Ave	5.777	0	0	5.777	9.692	0	0	9.692	2010	1	Project Completed

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			FY22-FY26	FY27-FY40			FY22-FY26	FY27-FY40				
	Greenfield Rd: Southern Ave to University Rd	0	0	0	0	0	0	0	0	----	----	Project deleted. Funding was tranferred to ACIGRN2003B.
A57	Guadalupe Rd: Power Rd to Meridian Rd	0	0	0	0	0	0	0	0	2019	6	
	Guadalupe Rd: Power Rd to Hawes Rd	0	0	0	0	0	0	0	0	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
	Guadalupe Rd: Hawes Rd to Crimson Rd	0	0	0	0	0	0	0	0	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
	Guadalupe Rd: Crimson Rd to Meridian Rd	0	0	0	0	0	0	0	0	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
A58	Hawes Rd: Broadway Rd to Ray Rd	0.416	11.523	0	11.939	0.595	16.156	17.973	34.724	2027	6	
	Hawes Rd: Broadway Rd to US60	0	0	0	0	0	4.099	6.597	10.696	2026	2	
	Hawes Rd: Baseline Rd to Elliot Rd	0	7.108	0	7.108	0	3.979	9.373	13.352	2027	2	
	Hawes Rd: Elliot Rd to Santan Freeway	0	4.415	0	4.415	0	8.078	2.003	10.081	2027	1.25	
	Hawes Rd: Santan Freeway to Ray Rd	0.416	0	0	0.416	0.595	0	0	0.595	2011	0.75	Project Completed
A59	Higley Rd Parkway: S 60 to SR-202L	0	0	0	0	0	0	0	0	2020	6.5	
	Higley Rd Parkway: SR-202L to Brown Rd	0	0	0	0	0	0	0	0	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
	Higley Rd Parkway: Brown Rd to US-60	0	0	0	0	0	0	0	0	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
A60	Higley Rd Parkway: US 60 to SR 202L (RM) Grade Separations	0	0	0	0	0	0	0	0	----	----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
A61	Lindsay Rd/Brown Rd	0	0	0	0	0	0	0	0	----	----	Project was deleted in FY 2018. Funding was transferred to the Gilbert Road LRT extension.
A62	McKellips Rd: East of Sossaman to Meridian	0	12.283	0	12.283	0	28.989	0	28.989	2026	5	
	McKellips Rd: East of Sossaman to Crismon Rd	0	12.283	0	12.283	0	17.444	0	17.444	2026		

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			FY22-FY26	FY27-FY40			FY22-FY26	FY27-FY40				
	McKellips Rd: Crismon Rd to Meridian Rd	0	0	0	0	0	11.545	0	11.545	2029		
A63	McKellips Rd: Gilbert Rd to Power Rd	0.162	0	0	0.162	0.234	0	0	0.234	-----	-----	
	Corridor Study	0.162	0	0	0.162	0.234	0	0	0.234	-----	-----	
	McKellips Rd/Lindsay Rd	0	0	0	0	0	0	0	0	-----	-----	Project was deleted in FY 2018. Funding was transferred to the Gilbert Road LRT extension.
	McKellips Rd/Greenfield Rd	0	0	0	0	0	0	0	0	-----	-----	Project was deleted in FY 2018. Funding was transferred to the Gilbert Road LRT extension.
	McKellips Rd/Higley Rd	0	0	0	0	0	0	0	0	-----	-----	Project was deleted in FY 2018. Funding was transferred to the Gilbert Road LRT extension.
	McKellips Rd/Power Rd	0	0	0	0	0	0	0	0	-----	-----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
	McKellips Rd/Recker Rd	0	0	0	0	0	0	0	0	-----	-----	Project was deleted in FY 2018. Funding was transferred to the Gilbert Road LRT extension.
	McKellips Rd/Val Vista Dr	0	0	0	0	0	0	0	0	-----	-----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
A64	Meridian Rd: Baseline Rd to Germann Rd	0	0	0	0	0	0	0	0	2020	7	
	Meridian Rd: Baseline Rd to Ray Rd	0	0	0	0	0	0	0	0	-----	-----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
	Meridian Rd: Ray Rd to Germann Rd	0	0	0	0	0	0	0	0	-----	-----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
A65	Mesa Dr: Southern Ave to US60 and Mesa Dr to Broadway Rd	26.335	5.878	0	32.213	47.088	0	0	47.088	2022	2	
	Mesa Dr: US 60 to Southern Ave	16.531	0.053	0	16.584	21.605	0	0	21.605	2017	1	Project Completed. Received project savings from ACIRAY2003B.
	Mesa Dr: 8th Ave to Main Street	9.804	5.825	0	15.629	25.483	0	0	25.483	2021	1	Project limits changed from Mesa Dr at Broadway Rd. Project received savings from ACIRAY2003B.

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			FY22-FY26	FY27-FY40			FY22-FY26	FY27-FY40				
A66	Pecos Rd: Ellsworth Rd to Meridian Rd	0	15.381	0	15.381	0	32.182	0	32.182	2023	3	
	Pecos Rd: Ellsworth Rd to Meridian Rd Phase I	0	6.985	0	6.985	0	12.579	0	12.579	2025	3	Project split into two phases. Phase I is the interim (4 lanes).
	Pecos Rd: Ellsworth Rd to Meridian Rd Phase II	0	8.396	0	8.396	0	19.603	0	19.603	2026	3	Project split into two phases. Phase II is the ultimate (6 lanes).
A67	Ray Rd: Sossaman Rd to Meridian Rd	3.126	0	0	3.126	13.895	0	0	13.895	2026	5	
	Ray Rd: Sossaman Rd to Ellsworth Rd	3.023	0	0	3.023	4.319	0	0	4.319	2011	2	Project Completed
	Ray Rd: Ellsworth Rd to Signal Butte Rd	0	0	0	0	8.061	0	0	8.061	2015	2	Project Completed. Project segmented from Ray Rd: Ellsworth Rd to Meridian Rd. Project savings reallocated.
	Ray Rd: Signal Butte Rd to Meridian Rd	0.103	0	0	0.103	1.515	0	0	1.515	2014	1	Project Completed. Project segmented from Ray Rd: Ellsworth Rd to Meridian Rd. Project savings reallocated.
A107	SR-24 Transportation Interchange and Corridor Improvements	5.658	0.811	0	6.469	5.658	0.811	0	6.469	2021	1	Substitute project in FY 2020. Funding shifted from ACISOU1003A.
	SR-24 Arterial Improvements	0.658	0.811	0	1.469	0.658	0.811	0	1.469	2021	1	
	SR-24/Ellsworth Rd Interchange	5.000	0	0	5.000	5.000	0	0	5.000	2021	1	
A68	Signal Butte Rd: Broadway to Pecos Rd	10.399	26.821	0.000	37.220	40.440	18.900	8.000	67.340	2026	9	
	Signal Butte Rd: Broadway Rd to Elliot Rd	0	11.693	0	11.693	0	18.151	0	18.151	2027	4	
	Signal Butte Rd: Elliot Rd to Ray Rd	9.100	0	0	9.100	13.48	0	0	13.48	2016	2	Project Completed. Project segmented from Signal Butte Rd: Elliot Rd to Pecos Rd. Project savings reallocated.
	Signal Butte Rd: Williams Field Rd to Germann Rd.	1.299	15.128	0	16.427	26.96	0.749	0	27.709	2022	2	Project limits were expanded.
	Signal Butte Rd: Ray Rd to Williams Field Rd	0	0	0	0	0	0	8	8	2035	1	

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			FY22-FY26	FY27-FY40			FY22-FY26	FY27-FY40				
A69	Southern Ave: Country Club Dr to Recker Rd	16.731	6.583	0	23.314	36.463	3.5	0	39.963	2019	5	
	Southern/Country Club Dr	0.342	0	0	0.342	0.488	0	0	0.488	2023	0.5	Regional funding for project reallocated to ACIELL1003.
	Southern Ave/Stapley Dr	12.122	0	0	12.122	20.566	0	0	20.566	2021	0.5	HSIP Recipient
	Southern Ave: Gilbert Rd to Val Vista Dr	0	4.715	0	4.715	8.74	3.5	0	12.24	2023	2.5	Project limits were expanded. Received project savings from ACIRAY2003C.
	Southern Ave: Greenfield Rd to Higley Rd	4.162	1.868	0	6.030	6.519	0	0	6.519	2020	1.5	Project limits were expanded.
	Southern Avenue Area DCR	0.105	0	0	0.105	0.15	0	0	0.15	-----	-----	Project completed. Pre-design/scoping only.
A70	Southern Ave: Sossaman Rd to Meridian Rd	0	0	13.31	13.31	0	0	22.237	22.237	2025	5	
	Southern Ave: Sossaman Rd to Crismon Rd	0	0	8.014	8.014	0	0	11.449	11.449	2030	3	
	Southern Ave: Crismon Rd to Meridian Rd	0	0	5.296	5.296	0	0	10.788	10.788	2030	2	
A71	Stapley Dr/University Dr	0	14.370	0	14.370	0.557	8.309	0	8.866	2024	0.5	
A72	Thomas Rd: Gilbert Rd to Val Vista Dr	0	0	0	0	0	0	0	0	-----	-----	Project was deleted in FY 2013. Funding was transferred to the Gilbert Road LRT extension.
A73	University Dr: Val Vista Dr to Hawes Rd	0	0	0	0	0	0	0	0	2029	6	
	University Dr: Val Vista Dr to Higley Rd	0	0	0	0	0	0	0	0	-----	-----	Project was deleted. Funding was transferred to ACIRAY1003, AIISOS1003, ACIELL3003 and ACISOS2003.
	University Dr: Higley Rd to Sossaman Rd	0	0	0	0	0	0	0	0	-----	-----	Project was deleted. Funding was transferred to ACIRAY1003, AIISOS1003, ACIELL3003 and ACISOS2003.
	University Dr: Sossaman Rd to 88th St	1.797	0	0	1.797	2.709	0	0	2.709	2018	1.5	
A74	Val Vista Dr: University Dr to Baseline Rd	1.151	8.046	3.901	13.098	9.228	0	0	9.228	2026	3.5	
	Val Vista Dr: Baseline Rd to US-60	1.145	0	0	1.145	1.636	0	0	1.636	2020	1	Project limits were expanded from Val Vista Dr: Baseline Rd to Southern Ave and segmented into two phases.

Map Code	Facility/Location	Regional Funding				Total Expenditures				Final FY for construction	Length* (miles)	Other Project Information
		Reimb. through FY21 (YOE\$)	Estimated Future Reimbursement		Total Reimb. (2021\$, YOE\$)	Expend through FY21 (YOE\$)	Estimated Future Expend		Total Expend. (2021\$, YOE\$)			
			FY22-FY26	FY27-FY40			FY22-FY26	FY27-FY40				
	Val Vista Dr: US-60 to Pueblo	0.006	8.046	3.901	11.953	7.592	0	0	7.592	2023	1.5	Project limits were expanded from Val Vista Dr: Baseline Rd to Southern Ave and segmented into two phases.
	Val Vista Dr: Southern Ave to University Dr	0	0	0	0	0	0	0	0	-----	-----	Project Deleted in exchange for ACIBSL2003
A97	Baseline Rd: 24th Sreet to Consolidated Canal	3.362	0	0	3.362	4.979	0	0	4.979	2020	1	Substitute project in exchange for ACIVAL1003B. Received project savings from ACISGB1003B and ACIRAY2003B. Project completed.
A110	Ray Rd: SR24 to Ellsworth Rd	0	6.842	0	6.842	2.5	3.866	0	6.366	2024	0.5	Substitute project in exchange for ACIUNV1003A and ACIUNV1003B.
A111	Sossaman Rd at Baseline Rd	0.005	1.044	0	1.049	0.173	0.978	0	1.151	2022	0.5	Substitute project in exchange for ACIUNV1003A and ACIUNV1003B.
A112	Ellsworth Rd: Germann Rd to Ray Rd	0	4.860	0	4.86	0	5.742	0	5.742	2024	3	Substitute project in exchange for ACIUNV1003A and ACIUNV1003B.
A106	Sossaman Rd: Ray Rd to Warner Rd	0	5.813	0	5.813	0	4.561	0	4.561	2024	1	Substitute project in exchange for ACIUNV1003A and ACIUNV1003B.
	Mesa Main Street: Mesa Dr to Gilbert Rd Light Rail Extension	169.687	6.068	0	175.755	183.009	3.295	0	186.304	2019	2	Project completed.
PEORIA												
A75	Beardsley Connection: SR-101L to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy	22.10	0.00	0.00	22.10	29.37	0	0	29.37	2014	3.95	
	Beardsley Connection: Loop 101 to 83rd Ave/Lake Pleasant Pkwy	6.125	0	0	6.125	8.473	0	0	8.473	2010	0.75	Project completed.
	Loop 101 (Agua Fria Fwy) at Beardsley Rd/Union Hills Dr	10.851	0	0	10.851	13.484	0	0	13.484	2010	2	Project Completed

Map Code	Facility/Location	Regional Funding				Total Expenditures				Final FY for constructi on	Length* (miles)	Other Project Information
		Reimb. through FY21 (YOE\$)	Estimated Future Reimbursement		Total Reimb. (2021\$, YOE\$)	Expend through FY21 (YOE\$)	Estimated Future Expend		Total Expend. (2021\$, YOE\$)			
			FY22-FY26	FY27-FY40			FY22-FY26	FY27-FY40				
	83rd Avenue: Butler Rd to Mountain View	3.226	0	0	3.226	4.608	0	0	4.608	2014	1	FY15 ALCP RARF Closeout Project. Project Completed. Savings transferred to ACILKP1003A
	75th Ave at Thunderbird Rd: Intersection Improvement	1.893	0	0	1.893	2.805	0	0	2.805	2014	0.2	Project completed
A76	Happy Valley Rd: L303 to 67th Avenue	22.529	5.677	5.437	33.643	77.425	0	0	77.425	2024	5.75	
	Happy Valley Rd: Agua Fria to Loop 303	0	0	0	0	0.315	0	0	0.315	2021	0.75	Project segmented
	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	20.634	0	0	20.634	51.971	0	0	51.971	2010	5	Project completed
	Happy Valley Rd: Lake Pleasant Pkwy to Agua Fria	1.895	5.677	5.437	13.009	25.139	0	0	25.139	2021	1.5	Project segmented
	Happy Valley Rd: Lake Pleasant Pkwy to Loop 303	0	0	0	0	0	0	0	0	2027	2	Project segmented
A77	Lake Pleasant Pkwy: Union Hills to SR74	42.672	0	0	42.672	60.957	0	47.5	108.457	2030	14.56	
	Lake Pleasant Pkwy: West Wing Parkway to Loop 303	15.545	0	0	15.545	22.207	0	0	22.207	2016	2.5	Project Completed. Project received savings from ACIBRD1003B.
	Lake Pleasant Pkwy: Union Hills to Dynamite Rd	27.127	0	0	27.127	38.75	0	0	38.75	2008	10	Project Completed
	Lake Pleasant Pkwy: Loop 303 to SR-74/Carefree Hwy	0	0	0	0	0	0	47.5	47.5	2030	1.8	
A103	Jomax Rd: SR-303L to Vistancia Blvd	1.259	15.145	8.187	24.591	7.000	9.57	0	16.57	2022	0.26	Substitute project in exchange for ACIJMX1003.
PHOENIX												
A78	Avenida Rio Salado: 51st Ave. to 7th St.	44.193	0	0	44.193	91.106	0	0	91.106	2018	6	Project has been segmented into two phases.
	Avenida Rio Salado Phase I: 51st Ave to 43rd Ave and 35th Ave to 7th Street	44.19	0	0	44.193	72.231	0	0	72.231	2016	5	Project completed.

Map Code	Facility/Location	Regional Funding				Total Expenditures				Final FY for constructi on	Length* (miles)	Other Project Information
		Reimb. through FY21 (YOE\$)	Estimated Future Reimbursement		Total Reimb. (2021\$, YOE\$)	Expend through FY21 (YOE\$)	Estimated Future Expend		Total Expend. (2021\$, YOE\$)			
			FY22-FY26	FY27-FY40			FY22- FY26	FY27-FY40				
	Avenida Rio Salado Phase II: 51st Ave to 35th Ave,7th Ave, and 7th Street	0	0	0	0	18.875	0	0	18.875	2019	3	Project completed.
A79	Black Mountain Blvd: SR-51and Loop 101/Pima Fwy to Pinnacle Peak Rd.	22.53	0	0	22.53	36.146	0	0	36.146	2016	2	Project completed.
A80	Happy Valley Rd: 67th Ave to I-17	5.584	7.027	6.523	19.134	7.601	25.78	2.28	35.661	2030	4.5	
	Happy Valley: I-17 to 35th Ave	5.343	0	0.078	5.421	7.161	0	0	7.161	2005	1	FY15 RARF Closeout Project. Project Completed
	Happy Valley: 35th Ave to 43rd Ave	0	6.768	6.445	13.213	0.44	5.78	2.28	8.5	2027	1	
	Happy Valley: 43rd Ave to 55th Ave	0	0	0	0	0	10.000	0	10.000	2030	1.5	
	Happy Valley: 55th Ave to 67th Ave	0	0	0	0	0	10.000	0	10.000	2030	1.5	
	Happy Valley Rd: 67th to 35th Ave Scoping and Environmental Study	0.241	0.259	0	0.500	0	0	0	0	----	----	Pre-design/study only. Received project savings from ACIRIO1003A. Project name updated.
A81	Sonoran Blvd: 15th Avenue to Cave Creek	32.572	0	0	32.572	46.647	0	0	46.647	2013	8	Project completed.
SCOTTSDALE/CAREFREE												
A87	Pima Rd: SR101L to Happy Valley Rd and Dynamite Rd to Cave Creek	34.228	72.374	0.307	106.90928	71.648	95.823	0	167.471	2022	12.45	
	Pima Rd: Thompson Peak Parkway to Pinnacle Peak (SCT)	17.847	0	0	17.847	25.54	0	0	25.54	2012	1.5	Project completed. Savings reallocated to ACISCT1003A
	Happy Valley Rd: Pima Rd to Alma School Rd	0.803	15.679	0	16.482	12.984	19.591	0	32.575	2022	2.2	Project limits expanded from Pima Rd at Happy Valley to Happy Valley Rd: Pima Rd to Alma School Rd. Savings received from ACISCT1003A and ACISAT1003A.
	Pima Rd: Pinnacle Peak to Happy Valley Rd (SCT)	1.939	19.394	0	21.333	13.198	20.756	0	33.954	2021	1	
	Pima Rd: Dynamite Blvd to Las Piedras (SCT)	0	13.92	0	13.92	0	20.186	0	20.186	2025	1.3	Project segmented.

Map Code	Facility/Location	Regional Funding				Total Expenditures				Final FY for construction	Length* (miles)	Other Project Information
		Reimb. through FY21 (YOES)	Estimated Future Reimbursement		Total Reimb. (2021\$, YOES)	Expend through FY21 (YOES)	Estimated Future Expend		Total Expend. (2021\$, YOES)			
			FY22-FY26	FY27-FY40			FY22-FY26	FY27-FY40				
	Pima Rd: Las Piedras to Stagecoach Rd (SCT)	0	18.13	0	18.13	0	27.35	0	27.35	2026	3.7	Project segmented.
	Pima Rd: Stagecoach Rd to Cave Creek (CFR)	0	5.251	0.307	5.558	0	7.94	0	7.94	2026	0.25	
	Pima Rd: SR101L to Thompson Peak Pkwy (SCT)	13.639	0	0	13.639	19.926	0	0	19.926	2008	2.5	Project Completed
SCOTTSDALE												
A82	Carefree Hwy: Cave Creek Rd to Scottsdale Rd	0	8.012	0	8.012	0	11.446	0	11.446	2025	2	
A83	SR-101L North Frontage Roads: Pima/Princess Dr to Scottsdale Rd	3.745	0	0	3.745	5.35	0	0	5.35	2028	2	
	SR-101L Frontage Rd: Hayden Rd to Scottsdale Rd	3.745	0	0	3.745	5.35	0	0	5.35	2009	1	Project Completed
	SR-101L Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	0	0	0	0	0	0	0	0	----	----	This project was deleted in FY 2020. Funding shifted to ACIUNH1003B.
A84	SR-101L South Frontage Rd: Hayden Rd to Pima	0	0	0	0	0	0	0	0	----	----	This project was deleted in FY2009.
A85	Miller Rd/SR-101L Underpass	7.522	2.076	0	9.598	1	9.0	0	10	2024	1.3	
	Corridor Study	0.323	0	0	0.323	1	0	0	1	2022	----	Pre-design/study only.
	Miller Rd/SR-101L Underpass	7.199	2.076	0	9.275	0	0	0	0	2021	0.25	
	Miller Road: Princess Blvd. to Legacy Blvd	0	0	0	0	0	9.0	0.0	9.0	2026	1.3	
A86	Pima Rd: Happy Valley Rd to Dynamite Blvd	0	23.748	0	23.748	1.429	31.388	0	32.817	2025	2	
	Pima Road: Happy Valley Road to Jomax Road	0	15.546	0	15.546	1.429	19.043	0	20.472	2025	1	Project segmented into two phases.
	Pima Road: Jomax Road to Dynamite Blvd	0	8.202	0	8.202	0	12.345	0	12.345	2026	1	Project segmented into two phases.
A88	Pima Rd: McKellips Rd to Via Linda	8.707	22.012	0	30.719	19.6298	50.0	0	69.6298	2022	6.4	
	Pima Rd: Via Linda to Via De Ventura	0.101	22.012	0	22.113	6.091	50.0	0	56.091	2022	1.3	Project limits extended from Via Ventura to McDowell Rd.
	Pima Rd: Via De Ventura to Krail	7.463	0	0	7.463	10.745	0	0	10.745	2012	1.3	Project Completed

Map Code	Facility/Location	Regional Funding				Total Expenditures				Final FY for construction	Length* (miles)	Other Project Information
		Reimb. through FY21 (YOE\$)	Estimated Future Reimbursement		Total Reimb. (2021\$, YOE\$)	Expend through FY21 (YOE\$)	Estimated Future Expend		Total Expend. (2021\$, YOE\$)			
			FY22-FY26	FY27-FY40			FY22-FY26	FY27-FY40				
	Pima Rd: Krail to Chaparral	1.142	0	0	1.142	2.7938	0	0	2.7938	-----	-----	Project deleted. Consolidated with ACIPMA3003A.
	Pima Rd: Chaparral Rd to Thomas Rd	0	0	0	0	0	0	0	0	-----	-----	Project deleted. Consolidated with ACIPMA3003A.
	Pima Rd: Thomas Rd to McDowell Rd	0	0	0	0	0	0	0	0	-----	-----	Project deleted. Consolidated with ACIPMA3003A.
A89	Scottsdale Airport: Runway Tunnel	19.85973	40.587	0	60.44673	39.411	24.675	0	64.086	2026	6.35	
	Frank Lloyd Wright -Loop	0	2.800	0	2.8	0	4.000	0.000	4.000	2023	0.4	
	101 Traffic Interchange											
	Raintree -Loop 101 Traffic Interchange	0	0.841	0	0.841	0	1.201	0	1.201	2022	0.4	
	Northsight Blvd: Hayden to Frank Lloyd Wright	9.346	0	0	9.346	13.323	0	0	13.323	2015	0.35	Project Completed. Received project savings from ACISHA2003H. Project savings reallocated to ACIPMA1003B.
	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	0	0	0	0	0	0	0	0	-----	-----	Project was deleted and funds were reallocated to ACIUNH1003.
	Redfield Rd: Raintree Dr to Hayden Rd	0	0.318	0	0.318	2.215	0	0	2.215	2022	1	Renamed in FY15.
	Raintree Drive: Scottsdale Rd to Hayden Rd	8.803	19.177	0	27.98	13.078	0	0	13.078	2023	1.2	Renamed in FY15.
	Raintree Drive: Hayden to Loop 101	0.458	3.864	0	4.322	9.006	0	0	9.006	2023	1	
	Frank Lloyd Wright at 76th/78th/82nd Street: Intersection Improvements	0.398	0	0	0.398	0.568	0	0	0.568	2014	0.5	Project Completed. Savings transferred to ACISAT1003C.
	Southbound Loop 101 Frontage Road Connections	0.114	0	0	0.114	0.163	0	0	0.163	2019	0.75	Project Scope changed in FY2012
	Hayden Rd - Loop 101 Interchange Improvements	0	13.587	0	13.587	0	19.474	0	19.474	2029	0.75	
	Airpark DCR	0.741	0	0	0.741	1.058	0	0	1.058	-----	-----	Project Completed. Received project savings from ACISHA2003E

Map Code	Facility/Location	Regional Funding				Total Expenditures				Final FY for construction	Length* (miles)	Other Project Information
		Reimb. through FY21 (YOES)	Estimated Future Reimbursement		Total Reimb. (2021\$, YOES)	Expend through FY21 (YOES)	Estimated Future Expend		Total Expend. (2021\$, YOES)			
			FY22-FY26	FY27-FY40			FY22-FY26	FY27-FY40				
A90	Scottsdale Rd: Thompson Peak Pkwy to Jomax Rd	9.07	7.928	0	16.998	12.957	31.054	0	44.011	2022	4	
	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy Phase I	9.07	0	0	9.07	12.957	0	0	12.957	2015	2	Project segmented into two phases. Phase one completed. Received project savings from ACIPMA1003A and ACISHA2003E. Transferred project savings to ACIPMA1003B.
	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy Phase II	0	6.128	0	6.128	0	8.754	0	8.754	2028	2	Project segmented into two phases.
	Scottsdale Rd: Pinnacle Peak Pkwy to Jomax Rd	0	1.8	0	1.8	0	22.3	0	22.3	2029	2	
A91	Scottsdale Rd: Jomax Rd to Carefree Hwy	0.219	28.278	0	28.497	1.7	39.609	0	41.309	2026	5	
	Scottsdale Rd: Jomax Rd to Dixileta Dr	0.219	16.44	0	16.659	1.7	22.698	0	24.398	2022	2	
	Scottsdale Rd: Dixileta Dr to Carefree Highway	0	11.838	0	11.838	0	16.911	0	16.911	2026	3	Segment combined with ACISCT2003C.
	Scottsdale Rd: Ashler Hills Dr to Carefree Highway	0	0	0	0	0	0	0	0	----	----	Project combined with ACISCT2003B.
A92	Shea Blvd: SR-101L to SR-87	5.555	13.926	0	19.481	16.986	9.164	0	26.15	2022	4.1	
	Shea Blvd at 90th/92nd/96th	4.056	0	0	4.056	5.794	0	0	5.794	2007	0.75	Project Completed
	Shea Auxiliary Lane from 90th St to Loop 101	0	3.76	0	3.76	0	5.372	0	5.372	2026	1	
	Shea Blvd at Via Linda (Phase1)	0.621	0	0	0.621	0.888	0	0	0.888	2007	0.2	Project Completed
	Shea Blvd Intersection Improvements	0.189	9.738	0	9.927	8.764	3.792	0	12.556	2022	0.3	Project received funds from ACISHA2003H, ACISHA2003I, ACISHA2003J, ACISHA2003K, ACISHA2003O, ACISHA2003P. Project location updated.
	Shea Blvd at 120/124th St	0.183	0	0	0.183	0.206	0	0	0.206	2012	0.4	Project Completed

Map Code	Facility/Location	Regional Funding				Total Expenditures				Final FY for construction	Length* (miles)	Other Project Information
		Reimb. through FY21 (YOE\$)	Estimated Future Reimbursement		Total Reimb. (2021\$, YOE\$)	Expend through FY21 (YOE\$)	Estimated Future Expend		Total Expend. (2021\$, YOE\$)			
			FY22-FY26	FY27-FY40			FY22-FY26	FY27-FY40				
	Shea Blvd at Mayo/134th St	0.162	0	0	0.162	0.231	0	0	0.231	2007	0.2	Project Completed
	Shea Blvd: SR-101L to 96th St, ITS Improvements	0.344	0	0	0.344	0.491	0	0	0.491	2010	1	Project Completed. Project savings transferred to ACISAT1003C.
	Shea Blvd: 96th St to 144th St, ITS Improvements	0	0	0	0	0	0	0	0	----	----	Project was deleted and funds were reallocated to ACISHA2003D.
	Shea Blvd at Loop 101	0	0	0	0	0	0	0	0	----	----	Project was deleted and funds were reallocated to ACISHA2003D.
	Shea Blvd at 110th St	0	0	0	0	0	0	0	0	----	----	Project was deleted and funds were reallocated to ACISHA2003D.
	Shea Blvd at 114th St/Frank Lloyd Wright/115th St	0	0	0	0	0	0	0	0	----	----	Segment combined with Shea at 115th Street/Shea at Frank Lloyd Wright.Project was deleted and funds were reallocated to ACISHA2003D.
	Shea Blvd at Frank Lloyd Wright Blvd	0	0	0	0	0	0	0	0	----	----	Segment combined with Shea at 114th Street/Shea at 115th Street.Project was deleted and funds were reallocated to ACISHA2003D.
	Shea Blvd at 115th St	0	0	0	0	0	0	0	0	----	----	Segment combined with Shea at 114th Street/Shea at Frank Lloyd Wright. Project was deleted and funds were reallocated to ACISHA2003D.
	Shea Blvd at 124th St	0	0.428	0	0.428	0.612	0	0	0.612	2018	0.25	Project limits changed from Shea at 125th Street to Shea at 124th Street
	Shea Blvd at 135th St	0	0	0	0	0	0	0	0	----	----	Project was deleted and funds were reallocated to ACISHA2003D.
	Shea Blvd at 136th St	0	0	0	0	0	0	0	0	----	----	Project was deleted and funds were reallocated to ACISHA2003D.
A93	Legacy Dr: Hayden Rd to Pima Rd	0	7.49	0	7.49	4.2	9.44	0	13.64	2023	2	Limits changed from 88th Street to Pima Rd. Project segmented in FY 2020.

Map Code	Facility/Location	Regional Funding				Total Expenditures				Final FY for constructi on	Length* (miles)	Other Project Information
		Reimb. through FY21 (YOE\$)	Estimated Future Reimbursement		Total Reimb. (2021\$, YOE\$)	Expend through FY21 (YOE\$)	Estimated Future Expend		Total Expend. (2021\$, YOE\$)			
			FY22-FY26	FY27-FY40			FY22- FY26	FY27-FY40				
	Legacy Blvd: Hayden Rd to Pima Rd	0	0	0	0	0	0	0	0	----	----	Project deleted. Funds reallocated to ACISAT1003F, ACIPMA1003B, ACIPMA1003C.
	Hualapai Dr: Hayden Rd to Pima Dr	0	7.49	0	7.49	4.2	9.44	0	13.64	2023	1	Project segmented. Funds transferred from ACISFN1003B.
A104	Drinkwater Blvd Bridge	4.197	0.097	0	4.294	6.13	0	0	6.13	2020	0.2	Substitute project in exchange for ACISHA2003B and the savings from ACISAT1003I. Project completed.
A113	Hayden/Miller: Pinnacle Peak to Happy Valley	0	13.877	19.167	33.044	1.167	19.277	19.167	39.611	2022	0.2	Substitute project in exchange for ACISHA2003B and the savings from ACISAT1003I. Project completed.
TOTALS		967.6	684.0	96.4	1748.0	1668.9	966.9	209.9	2845.7			

Table B-2 ITS Reimbursement

FACILITY/LOCATION	REGIONAL FUNDING				FINAL FY for CONST	LENGTH (Miles)	OTHER PROJECT INFORMATION
	Reimb. through FY21 (YOE\$)	Estimated Future Reimb (2019\$)		Total Reimb. (2020\$, YOE\$)			
		FY22-FY26	FY27-FY35				
Intelligent Transportation System Projects	65.956	0.000	0.000	65.956	2019	N/A	

APPENDIX C - TRANSIT LIFE CYCLE PROGRAM

[Table C-1: Bus Operations: Bus Rapid Transit/Express Expenditure and Estimated Future Costs](#)

[Table C-2: Bus Operations: Regional Grid Expenditure and Estimated Future Costs](#)

[Bus Operations: Other](#)

[Table C-3: Bus Operations: Other Expenditure and Estimated Future Costs](#)

[Table C-4: Bus Capital: Facilities Expenditure and Estimated Future Costs](#)

[Table C-5: Bus Capital: Fleet Expenditure and Estimated Future Costs](#)

[Table C-6: Light Rail Transit/High Capacity Transit: Support Infrastructures Expenditure and Estimated Future Costs](#)

[Table C-7: Light Rail Transit/High Capacity Transit: Route Extensions Expenditure and Estimated Future Costs](#)

[Table C-8: Bus Rapid Transit/Express Route Characteristics and Usage Summary](#)

[Table C-9: Regional Grid Route Characteristics and Usage Summary](#)

Table C-1 Transit Life Cycle Program - Bus Operations: Bus Rapid Transit/Express Expenditures and Estimated Future Costs: FY 2006-2026, FY 2027-2035 (2021 and Year of Expenditure Dollars in Millions)

Map Code	Route	Expenditures: through FY 2021: (YOE Dollars)	Est. Future Costs: FY 2022 2026 (2021 Dollars)	Total Est. Costs: FY 2006 2026 (2021 and YOE Dollars)	Est. Future Costs: FY 2027 2035 (2021 Dollars)	Total Est. Costs: FY 2006 2035 (2021 and YOE Dollars)	Funding Start (Fiscal Year)	Other Project Information
T1	Ahwatukee Connector	0	0	0	1.13	1.13	2031	
T2	Ahwatukee Express	5.07	0	5.07	0	5.07	2006	I-10 East RAPID (Phoenix assumed funding in FY 2011)
T3	Anthem Express	0	0	0	2.69	2.69	2032	
T4	Apache Junction Express	0	0	0	4.12	4.12	2028	
T5	Arizona Avenue LINK	7.25	0	7.25	10.04	17.29	2011	Discontinued in FY 2017 and resumes in FY 2028
T6	Avondale Express	0	0	0	0	0	N/A	Route implemented early as a part of existing Route 563. Costs accounted for in route T19.
T7	Black Canyon Freeway Corridor	0	0	0	1.84	1.84	2031	
T8	Buckeye Express	0	0	0	3.54	3.54	2030	
T9	Chandler Boulevard LINK	0	0	0	7.17	7.17	2032	Designated as illustrative project in FY 2010.
T10	Deer Valley Express	5.51	0	5.51	0	5.51	2006	I-17 RAPID (Phoenix assumed funding in FY 2011)
T11	Desert Sky Express	1.98	0	1.98	0	1.98	2006	I-10 West RAPID (Phoenix assumed funding in FY 2011)
T12	East Loop 101 Connector	1.86	0	1.86	0	1.86	2009	Route 511 - Chandler/Scottsdale Airpark Express (route eliminated in FY 2015)
T13	Grand Avenue Limited	2.75	0.69	3.44	0.95	4.39	2006	
T14	Loop 303 Express	0	0	0	3.22	3.22	2032	
T15	Main Street LINK	13.72	0	13.72	13.25	26.97	2009	Discontinued in FY 2017 and resumes in FY 2028
T16	North Glendale Express	8.36	2.26	10.62	3.07	13.69	2008	Route 573 - Northwest Valley
T17	North I-17 Express	0	0	0	2.91	2.91	2032	
T18	North Loop 101 Connector	2.94	0	2.94	0	2.94	2008	Route 572 - Surprise/Scottsdale Express (route eliminated in FY 2011)
T19	Papago Fwy Connector	5.05	3.04	8.09	2.87	10.96	2009	Routes 562 - Goodyear Express and Route 563 - Buckeye Express
T20	Peoria Express	0	0	0	3.07	3.07	2031	

Map Code	Route	Expenditures: through FY 2021: (YOE Dollars)	Est. Future Costs: FY 2022 2026 (2021 Dollars)	Total Est. Costs: FY 2006 2026 (2021 and YOE Dollars)	Est. Future Costs: FY 2027 2035 (2021 Dollars)	Total Est. Costs: FY 2006 2035 (2021 and YOE Dollars)	Funding Start (Fiscal Year)	Other Project Information
T21	Pima Express	0	0	0	2.95	2.95	2030	
T22	Red Mountain Express	5	2.49	7.49	3.54	11.03	2009	Routes 535 & 536 - Northeast Mesa Express (route 536 eliminated in FY 2011)
T23	Red Mountain Fwy Connector	0	0	0	2.48	2.48	2032	
T24	Santan Express	0	0	0	7.06	7.06	2032	
T25	Scottsdale/Rural LINK	0	0	0	7.95	7.95	2028	Limited implementation (Rural/Apache LRT station to Scottsdale/Thunderbird park and ride)
T26	South Central Avenue	0	0	0	0	0	N/A	
T27	South Central Avenue LINK	0	0	0	2.35	2.35	2031	
T28	SR 51 Express	4.12	0	4.12	2.47	6.59	2006	SR-51 RAPID (Phoenix assumed funding in FY 2011)
T29	Superstition Fwy Connector	0	0	0	0	0	2029	
T30	Superstition Springs Express	0	0	0	1.21	1.21	2032	
T31	West Loop 101 Connector	4.91	1.39	6.3	3.77	10.07	2009	Routes 575 & 576 - Northwest Valley Express (Route 576 eliminated in FY 2011)
	TOTAL	68.52	9.87	78.39	93.65	172.04		

**Table C-2 Transit Life Cycle Program - Bus Operations: Regional Grid Expenditures and Estimated Future Costs:
FY 2006-2026, FY 2027-2035 (2021 and Year of Expenditure Dollars in Millions)**

Map Code	Route	Expenditures: through FY 2021: (YOE Dollars)	Est. Future Costs: FY 2022 - 2026 (2021 Dollars)	Total Est. Costs: FY 2006-2026 (2021 and YOE Dollars)	Est. Future Costs: FY2027 2035 (2021 Dollars)	Total Est. Costs: FY 2006-2035 (2021 and YOE Dollars)	Funding Start (Fiscal Year)	Sched. Imprv. (Fiscal Year)	Other Project Information
T40	59th Avenue	19.38	6.34	25.72	8.75	34.47	2006		Route 59 - 59th Avenue
T41	83rd Avenue/75th Avenue	0.00	4.44	4.44	0.82	5.25	2023		Route 83 - Assume local funding at existing service level in Peoria
T42	99th Avenue	0.00	0.00	0.00	0.00	0.00	N/A		
T43	Alma School Rd.	11.68	9.90	21.58	11.11	32.69	2006	2019	Route 104 - Alma School Road
T44	Arizona Avenue/Country Club	29.40	15.96	45.35	11.93	57.28	2006	2012	Route 112 - Country Club Drive/Arizona Avenue
T45	Baseline Rd	11.41	5.53	16.94	9.62	26.56	2012	2020	Route 77 - Baseline Road
	Dobson Rd	32.75	10.08	42.83	14.80	57.63	2009		Route 96 - Dobson Road
	Southern Ave	55.82	20.05	75.87	27.97	103.84	2006	2009	Route 61 - Southern Avenue
T46	Bell Road	0.37	5.03	5.40	7.01	12.40	2019		Route 170 - Bell Road
T47	Broadway	9.97	12.43	22.40	5.90	28.30	2011		Route 45 - Broadway Road
T48	Buckeye Road	0.00	0.00	0.00	0.00	0.00	N/A		
T49	Camelback Road	3.30	2.29	5.59	3.28	8.87	2006		Route 50 - Camelback Road
T50	Chandler Blvd.	53.85	17.73	71.58	22.79	94.37	2008	2021	Route 156 - Chandler Boulevard
T51	Dunlap/Olive Avenue	0.00	0.00	0.00	0.00	0.00	N/A		
T52	Dysart Road	0.00	0.00	0.00	0.00	0.00	N/A		
T53	Elliot Road	19.38	10.11	29.50	13.86	43.35	2011	2014	Route 108 - Elliot Road
T54	Gilbert Road	24.46	13.33	37.78	12.84	50.63	2010		Route 136 - Gilbert Road
T55	Glendale Avenue	39.71	10.24	49.94	14.05	64.00	2006	2008	Route 70 - Glendale Avenue
T56	Greenfield Road	0.00	0.00	0.00	0.00	0.00	N/A		
T57	Hayden/McClintock	40.57	19.92	60.49	27.09	87.58	2006	2021	Route 81 - Hayden Road/McClintock Drive
T58	Indian School Road	2.61	3.79	6.41	0.45	6.86	2019		Route 41 - Assume local funding at existing service level in Scottsdale
T59	Litchfield Road	0.00	0.00	0.00	0.00	0.00	N/A		Designated as illustrative project in FY 2010.
T60	Main Street	39.91	16.58	56.49	17.46	73.96	2009		Route 40 - Apache/Main Street

Map Code	Route	Expenditures: through FY 2021: (YOE Dollars)	Est. Future Costs: FY 2022 - 2026 (2021 Dollars)	Total Est. Costs: FY 2006-2026 (2021 and YOE Dollars)	Est. Future Costs: FY2027 2035 (2021 Dollars)	Total Est. Costs: FY 2006-2035 (2021 and YOE Dollars)	Funding Start (Fiscal Year)	Sched. Imprv. (Fiscal Year)	Other Project Information
T61	McDowell/McKellips	14.52	6.63	21.15	8.54	29.68	2013		Route 17 - McDowell Road
T62	Peoria Ave./Shea	26.54	7.14	33.68	13.39	47.06	2009		Route 106 - Peoria Road/Shea Boulevard
T63	Power Road	24.14	10.22	34.36	14.68	49.04	2011		Route 184 - Power Road
T64	Queen Creek Road	0.00	0.00	0.00	0.00	0.00	N/A		
T65	Ray Road	0.60	0.63	1.23	0.08	1.30	2018		Route 104 - Local funding in Gilbert only
T66	Scottsdale/Rural	123.33	32.61	155.94	43.31	199.25	2006	2007	Route 72 - Scottsdale/Rural Road
T67	Tatum / 44th Street	0.00	0.00	0.00	0.00	0.00	N/A		
T68	Thomas Road	8.68	5.34	14.02	5.24	19.26	2014	2021	Route 29 - Thomas Road
T69	University Drive	4.05	13.66	17.71	15.11	32.82	2020		Route 30 - University Drive
T70	Van Buren	8.55	4.20	12.75	8.30	21.05	2013		Route 3 - Van Buren Street
T71	Waddell/Thunderbird	7.94	5.48	13.42	7.09	20.50	2015		Route 138 - Thunderbird Road
	TOTAL	612.91	269.64	882.55	325.44	1,207.99			

Bus Operations: Other

The TLCP funds a number of programs that fall into the “other” category. The following sections provide a description of these services and programs.

ADA Paratransit Services – Paratransit service provides curbside pick-ups and drop-offs by demand-response services. As required by the Americans with Disabilities Act (ADA) this service is provided for all ADA-certified patrons for all areas within three-quarter miles of fixed bus route service. These services account for a total of \$484.2 million (2020 and YOE\$) in regional funding during FY 2006 through FY 2026 (see Table C-3).

Rural/flexible Routes – This service type addresses the need to provide connections to urban areas from rural communities of the county. These services account for a total of \$9.0 million (2020 and YOE\$) in regional funding during FY 2006 through FY 2026 (see Table C-3). Funding was identified for two rural transit routes. A route operating between Gila Bend and West Phoenix was initiated in FY 2006. The second route was initiated in FY 2007 with service between Wickenburg and Glendale. Due to low productivity, the Wickenburg route was eliminated in FY 2012.

Commuter Vanpools – The Commuter Vanpool Program is a customized express service for commuters managed by Valley Metro through its complementary rideshare program. Commuter vanpools allow groups of commuters throughout the region to self-organize and utilize a vehicle from Valley Metro to operate a carpool service. Vanpooling is one of the Transportation Demand Management (TDM) strategies many employers have implemented as a Trip Reduction Program measure. This service is available to all employers and commuter groups in Maricopa County. Operating costs are fully recovered through fare revenues and are not publicly subsidized through program revenues.

Safety and Security – Funds are set aside to improve the safety and security of passengers and transit assets such as rolling stock and facilities. Specific expenditures are programmed each year based on need. Items may include closed circuit television at facilities, cameras on buses, and other needed infrastructure improvements in support of safety and security. These services account for a total of \$13.8 million (2020 and YOE\$) in regional funding during FY 2006 through FY 2026 (see Table C-3).

RPTA Planning, Administration and Passenger Support Services – Valley Metro/RPTA receives an allocation from the Regional Area Road Fund (RARF) for planning and administration. This pays for the overhead, administration costs, and any regional or general planning costs that are not attributable to specific RTP projects. These services account for a total of \$93.7 million (2020 and YOE\$) in regional funding during FY 2006 through FY 2026 (see Table C-3). In addition, passenger support services account for a total of \$145.2 million (2020 and YOE\$) in regional funding during FY 2006 through FY 2026 (see Table C-3).

Existing Local and Express Service – Supplementary funding is allocated to local and express services, which existed prior to Proposition 400, which complement the planned BRT and regional grid networks. This accounts for a total of \$110.1 million (2020 and YOE\$) in regional funding during FY 2006 through FY 2026 (see Table C-3).

**Table C-3 Transit Life Cycle Program - Bus Operations: Others Expenditures and Estimated Future Costs: FY 2006-2026, FY 2027-2035
(2021 and Year of Expenditure Dollars in Millions)**

Route	Expenditures: through FY 2021: (YOE Dollars)	Est. Future Costs: FY 2022- 2026 (2021 Dollars)	Total Est. Costs: FY 2006-2026 (2021 and YOE Dollars)	Est. Future Costs: FY2027 - 2035 (2021 Dollars)	Total Est. Costs: FY 2006-2035 (2021 and YOE Dollars)	Service Start (Fiscal Year)	Other Project Information
ADA Paratransit	315.90	148.18	464.08	317.37	781.45	2006	
Regional Passenger Support Services	112.00	39.17	151.17	198.35	349.52	2006	
Existing Local Service	27.59	10.8	38.39	14.04	52.43	2006	
Existing Express Service	51.71	14.26	65.97	20.60	86.57	2006	
Rural/Non-Fixed Route Service	6.07	1.83	7.9	4.68	12.58	2006	
Vanpool Service	0	0	0	0	0	2006	Vanpool operations are funded entirely through fares
Safety and Security Costs	4.40	1.62	6.02	1.81	7.83	2006	
RPTA Planning and Administration	71.31	26.04	97.35	46.11	143.46	2006	Primarily funded through RPTA's allocation from Regional Area Road Fund
TOTAL	588.98	241.9	830.88	602.96	1,433.84		

Table C-4 Transit Life Cycle Program - Bus Capital: Facilities Expenditures and Estimated Future Costs: FY 2006-2026, FY 2027-2035 (2020 and Year of Expenditure Dollars in Millions)

Category	Expenditures: through FY 2021: (YOE Dollars)	Est. Future Costs: FY 2022- 2026 (2021 Dollars)	Total Est. Costs: FY 2006-2026 (2021 and YOE Dollars)	Est. Future Costs: FY2027 2035 (2021 Dollars)	Total Est. Costs: FY 2006-2035 (2021 and YOE Dollars)	No. of Units Construc./ Installed through FY 2021	Tot. No. of Units to be Construc./ Installed through FY 2026	Tot. No. of Units to be Construc./Install ed through FY 2035	Other Project Information
Arterial BRT Right-of-Way and Improvements	24.04	0	24.04	85.42	109.46	25	25	51	
Bus Stop Pullouts/Improvements	4.27	0.86	5.13	0.07	5.2	424	424	424	Major reduction in planned bus stop improvements beginning in FY 2011 due to funding shortfall.
Dial-a-Ride and Rural Bus Maintenance Facilities	0	0	0	15.16	15.16	0	0	1	Rural facility was postponed beyond 2031 and 1 DAR facilities is under preliminary design
Intelligent Transportation Systems (ITS) / Vehicle Management Systems (VMS)	40.40	23.55	63.95	0.37	64.32				Funding designated for system wide radio communications. Also see note below.
Park & Ride Lots	55.23	3.57	58.8	7.35	66.15	9	11	12	
Standard Bus Maintenance Facilities	110.47	0.73	111.20	107.92	219.12	2	2	3	Additional costs for expansion and rehabilitation in FY2027-2035)
Transit Centers (4 Bay)	0.94	0	0.94	18.53	19.47	1	1	6	Peoria is counted although it was converted to a Park & Ride.
Transit Centers (6 Bay)	2.00	0	2.00	8.74	10.74	2	2	4	
Transit Centers (Major Activity Centers)	4.86	0	4.86	10.42	15.28	1	1	2	
Vanpool Vehicle Maintenance Facilities	0	0	0	0	0	0	0	0	Project was postponed indefinitely
Contingency	0	0	0	0	0				No longer program contingency
TOTAL	242.21	28.71	270.92	253.98	524.90				

Table C-5 Transit Life Cycle Program - Bus Capital: Fleet Expenditures and Estimated Future Costs: FY 2006-2026, FY 2027-2035 (2020 and Year of Expenditure Dollars in Millions)

Category	Expenditures: through FY 2021: (YOE Dollars)	Est. Future Costs: FY 2022 2026 (2021 Dollars)	Total Est. Costs: FY 2006-2026 (2021 and YOE Dollars)	Est. Future Costs: FY2027 2035 (2021 Dollars)	Total Est. Costs: FY 2006- 2035 (2021 and YOE Dollars)	No. of Units Acquired through FY 2021	Tot. No. of Units to be Acquired through FY 2026	Tot. No. of Units to be Acquired through FY 2035	Other Project Information
Paratransit	27.83	21.55	49.38	38.42	87.80	459	740	1,009	
Fixed Route	617.65	219.60	837.25	461.52	1298.77	1,230	1,650	2,207	
Rural Route	3.30	1.74	5.04	5.02	10.06	23	32	41	
Vanpool	33.39	14.61	48.00	42.58	90.58	959	1,302	1,992	
TOTAL	682.17	257.5	939.67	547.54	1,487.21				

Table C-6 Transit Life Cycle Program - Light Rail Transit/High Capacity Transit: Support Infrastructure Expenditures and Estimated Future Costs: FY 2006-2026, FY 2027-2035 (2021 and Year of Expenditure Dollars in Millions)

Facility	Expenditures: through FY 2021 of Expenditure Dollars)				(Year	Est. Future Costs: FY 2022-2026 (2021 Dollars)	Tot. Costs: FY 2006- 2026 (2021 and YOE Dollars)	Est. Future Costs: FY 2027-2035 (2021 Dollars)	Tot. Costs: FY 2006- 2035 (2021 and YOE Dollars)	Target Opening Date	Project Length (Center line Miles)	Other Project Information
	Design	R/W	Construc.	Total								
CPEV Regional Reimbursements	0	0	272.4	272.4		0	272.4	0	272.4	Dec-08	20	Includes final disbursement request
Central Mesa Extension: Main St./Sycamore to Main St./Mesa Dr. *	4.25	0	0	4.25		0	4.25	0	4.25	Mar-16	3.1	AA Costs
Northwest Extension Phase 1: 19th Ave/Bethany Home to 19th Ave/Dunlop	3.19	0	0	3.19		0	3.19	0	3.19	Mar-16	3.2	
Tempe Streetcar: Main St./ Rural Rd. to Southern Ave.	4.25	0	0	4.25		0	4.25	0	4.25	Oct-21	3.0	Project added in FY 2012 to cover AA costs as part of infrastructure support.
Gilbert Road: Main St./Mesa Dr. to Main St./Gilbert Rd.	3.51	0	0	3.51		0	3.51	0	3.51	May-19	1.9	AA Costs - Project funded by City of Mesa
Capitol/I-10 West Phase I: Washington Ave./Central Ave. to Capitol	14.83	0	0	14.83		0.07	14.9	0	14.9	Dec-27	1.5	AA Costs
Capitol/I-10 West Phase II: Capitol to 79th Ave.	0	0	0	0		1.85	1.85	0	1.85	Jul-30	8.5	AA Costs
Glendale Link: 19th Ave./Bethany Home to Downtown Glendale	3.51	0	0	3.51		0	3.51	0	3.51	Oct-40	5	AA Costs
Northwest Extension Phase 2: 19th Ave./Dunlop to Metrocenter	9.52	0	0	9.52		0	9.52	0	9.52	Jan-24	1.6	AA & Draft EA
South Central: Washington/Jefferson to Baseline Rd.	7.11	0	0	7.11		0	7.11	0	7.11	Dec-24	5.5	AA & EA/CE - Project funded by City of Phoenix
Northeast Phoenix Link: Indian School Rd./Central Ave. to Paradise Valley Mall	0.35	0	0	0.35		0	0.35	0	0.35	Sep-40	12	AA & Draft EA
50th Street LRT Station	0.79	0.93	22.68	24.4		0	24.4	0	24.4	Apr-19		New project adding a station on CPEV line
State of Good Repair	0	0	11.65	11.65		14.17	25.82	19.2	45.02	N/A		New project for capital SOGR program
Systemwide Support Infrastructure	0	0	167.94	167.94		63.95	231.89	513.84	745.73	N/A		Includes LRV expansions, OMC expansion and major upgrades
System Planning and Capital Project Development	65.25	0	0	65.25		43.29	108.54	78.84	187.38	N/A		
Utility Reimbursements												Reclassified to be included in each corridor project
TOTAL	116.56	0.93	474.67	592.16		123.33	715.49	611.88	1,327.37			

Table C-7 Transit Life Cycle Program - Light Rail Transit/High Capacity Transit: Route Extensions Expenditures and Estimated Future Costs: FY 2006-2026, FY 2027-2035 (2021 and Year of Expenditure Dollars in Millions)

Map Code	Facility	Expenditures: through FY 2021 (Year of Expenditure Dollars)				Est. Future Costs: FY 2022-2026 (2021 Dollars)	Tot. Costs: FY 2006-2026 (2021 and YOY Dollars)	Est. Future Costs: FY 2027-2035 (2021 Dollars)	Tot. Costs: FY 2006-2035 (2021 and YOY Dollars)	Target Opening Date	Project Length (Center line Miles)	Other Project Information
		Design	R/W	Construc.	Total							
T85	Central Mesa Extension: Main St./Sycamore to Main St./Mesa Dr. *	7.91	17.89	156.11	181.91	0	181.91	0	181.91	Mar-16	3.1	
T82	Northwest Extension Phase 1: 19th Ave/Bethany Home to 19th Ave/Dunlop	18.72	75.15	229.21	323.08	0	323.08	0	323.08	Mar-16	3.2	
T84	Tempe Streetcar: Main St./ Rural Rd. to Southern Ave.	10.18	0.43	171.52	182.13	10.25	192.38	0	192.38	Oct-21	3	
T86	Gilbert Road: Main St./Mesa Dr. to Main St./Gilbert Rd.	8.04	11.8	150.73	170.57	3.70	174.27	0	174.27	May-19	1.9	Project is funded by City of Mesa
T81	Capitol/I-10 West Phase I: Washington Ave./Central Ave. to Capitol	0	0	0	0	261.70	261.70	118.30	380.00	Dec-27	1.5	
	Capitol/I-10 West Phase II: Capitol to 79th Ave.	0	0	0	0	0	0	890.70	890.70	Jul-30	8.5	
T80	Glendale Link: 19th Ave./Bethany Home to Downtown Glendale	0	0	0	0	0	0	373.18	373.18	Oct-40	5	
T82B	Northwest Extension Phase 2: 19th Ave./Dunlop to Metrocenter	25.54	24.00	87.89	137.43	265.52	402.95	0	402.95	Jan-24	1.6	
	South Central: Washington/Jefferson to Baseline Rd.	117.00	0.85	324.06	441.91	903.87	1,345.78	0	1,345.78	Dec-24	5.5	Project is funded by City of Phoenix
T83	Northeast Phoenix Link: Indian School Rd./Central Ave. to Paradise Valley Mall	0	0	0	0	0	0	961.16	961.16	Sep-40	12.0	
	TOTAL	187.39	130.12	1,119.52	1,437.03	1,445.04	2,882.07	2,343.34	5,225.41			

Table C-8 Transit Life Cycle Program - Bus Rapid Transit/Express Route Characteristics and Usage
Summary: FY 2006 - FY2021

Map Code	Route	Service Start (Fiscal Year)	Route Length (Miles)	Annual Bus Miles of Service (Thousands)	Total Boardings: through FY 2021 (Thousands)	Farebox Revenues: through FY 2021 (YOE Dollars)	Annual Average Boardings: through FY 2021 (Thousands)	Annual Average Farebox Revenues: through FY 2021 (YOE Dollars)	Other Project Information
T1	Ahwatukee Connector	2031	14.7	30	0	0			
T2	Ahwatukee Express	2006	20.8	138.6	654	1,308,963	130.8	261,800	Discontinued in FY2011.
T3	Anthem Express	2031	30.4	77.4	0	0			
T4	Apache Junction Express	2027	37.4	76.4	0	0			
T5	Arizona Avenue Arterial BRT	2011	12	221.2	1,789.30	1,961,195	223.7	245,100	Discontinued in FY2017.
T6	Avondale Express	2026	19	77.6	0	0			Route implemented early as a part of existing Route 563. Costs accounted for in route T19.
T7	Black Canyon Freeway Corridor	2031	16.6	67.7	0	0			
T8	Buckeye Express	2030	43.7	66.9	0	0			
T9	Chandler Boulevard Arterial BRT	2032	18.5	226.6	0	0			
T10	Deer Valley Express	2006	13.6	173.1	900.2	1,429,493	180	285,900	Discontinued in FY2011.
T11	Desert Sky Express	2006	22.6	83.6	520.4	550,429	104.1	110,100	Discontinued in FY2011.
T12	East Loop 101 Connector	2009	44.6	48.6	37.3	160,578	5.3	22,900	Discontinued in FY2015.
T13	Grand Avenue Limited	2006	15.5	25.5	171.1	360,227	11.0	22,514	
T14	Loop 303 Express	2031	38.1	77.8	0	0			
T15	Main Street Arterial BRT	2009	13.0	257.8	2,434.60	2,185,432	243.5	218,500	Discontinued in FY2017.
T16	North Glendale Express	2008	28.2	71.1	494.3	1,087,446	35.3	77,675	
T17	North I-17 Express	2031	34.4	87.6	0	0			
T18	North Loop 101 Connector (Surprise to Scottsdale)	2008	31.6	79.7	57.5	279,739	14.4	69,900	Discontinued in FY2011.
T19	Papago Fwy Connector	2009	18.2	79.2	687.3	1,361,121	52.9	104,702	
T20	Peoria Express	2031	24.1	73.6	0	0			
T21	Pima Express	2030	35.4	72.2	0	0			
T22	Red Mountain Express	2009	28.1	59.5	663.1	1,133,088	51.0	87,161	

Map Code	Route	Service Start (Fiscal Year)	Route Length (Miles)	Annual Bus Miles of Service (Thousands)	Total Boardings: through FY 2021 (Thousands)	Farebox Revenues: through FY 2021 (YOE Dollars)	Annual Average Boardings: through FY 2021 (Thousands)	Annual Average Farebox Revenues: through FY 2021 (YOE Dollars)	Other Project Information
T23	Red Mountain Fwy Connector	2032	19.2	78.5	0	0			
T24	Santan Express	2032	44.9	228.9	0	0			
T25	Scottsdale/Rural Arterial BRT	2035	13.2	282.8	0	0			
T26	South Central Avenue	2013	9.4	29.2	0	0			Advanced 2 years, funded by the City of Phoenix
T27	South Central Avenue Arterial BRT	2031	9	120.9	0	0			
T28	SR 51 Express	2006	23.6	102.3	541.6	979,156	108.3	195,800	
T29	Superstition Fwy Connector	2028	17.5	26.8	0	0			
T30	Superstition Springs Express	2032	31.9	162.5	0	0			
T31	West Loop 101 Connector	2009	28.2	40.3	391.7	636,541	30.133	48,695	
	TOTAL				9,342.4	13,433,408	1,190.5	1,750,747	

Table C-9 Transit Life Cycle Program - Regional Grid Route Characteristics and Usage
Summary: FY 2006 - FY2021

Map Code	Route	Service Start (Fiscal Year)	Route Length (Miles)	Annual Bus Miles of Service (Thousands)	Total Boardings: through FY 2021 (Thousands)	Farebox Revenues: through FY 2021 (YOE Dollars)	Annual Average Boardings: through FY 2021 (Thousands)	Annual Average Farebox Revenues: through FY 2021 (YOE Dollars)	Other Project Information
T40	59th Avenue	2006	16.7	144.1	4,662.5	3,730,626	300.8	233,164	
T41	83rd Avenue/75th Avenue	2023	15.4	141.6	0	0			
T42	99th Avenue	2032	16.5	401.3	0	0			
T43	Alma School Rd.	2006	12.6	85.0	1,376.4	927,817	88.8	57,989	
T44	Arizona Avenue/Country Club	2006	13.3	246.1	4,714.4	5,771,856	304.2	360,741	
T45	Baseline Road	2012	22.1	151.1	2,163.1	2,561,550	216.3	256,155	
T45	Dobson Road	2009	18.1	345.1	6,766.0	5,602,726	520.5	430,979	
T45	Southern Avenue	2006	27.9	469.9	14,037.6	11,324,820	905.7	707,801	
T46	Bell Road (via 303)	2019	21.1	73.5	316.9	84,408	105.6	28,136	
T47	Broadway	2011	27.8	93.3	1,734.4	1,108,134	157.7	100,739	
T48	Buckeye Road (Litchfield Road to Central Ave.)	2035	12.3	167.7	0	0			
T49	Camelback Road	2006	24.8	20.5	612.5	457,796	39.5	28,612	
T50	Chandler Blvd.	2006	21.8	452.3	4,209.7	4,876,663	271.6	304,791	
T51	Dunlap/Olive Avenue	2031	19.0	411.7	0	0			
T52	Dysart Road	2030	21	311.9	0	0			
T53	Elliot Road	2011	28.0	234.5	1,283.6	991,971	116.7	99,197	
T54	Gilbert Road	2010	14.8	257.6	2,480.0	2,285,330	206.7	190,444	
T55	Glendale Avenue	2006	21.1	247.6	11,832.0	5,782,333	763.4	361,396	
T56	Greenfield Road	2030	15.2	369.3	0	0			
T57	Hayden/McClintock	2006	22.1	338.0	5,052.2	4,414,870	325.9	275,929	
T58	Indian School Road	2019	22.7	87.9	217.6	116,490	72.5	38,830	
T59	Litchfield Road	2035	21.5	523.8	0	0			
T60	Main Street	2009	13.2	418.8	6,761.2	5,542,394	520.1	426,338	
T61	McDowell/McKellips	2013	29.0	199.4	2,950.8	1,330,581	327.9	147,842	
T62	Peoria Ave./Shea	2006	20.6	172.2	4,213.3	3,353,957	271.8	209,622	
T63	Power Road	2011	14.5	304.5	1,243.3	1,110,428	113.0	100,948	
T64	Queen Creek Road (Pecos P&R to Power Road)	2035	12.0	293.4	0	0			

Map Code	Route	Service Start (Fiscal Year)	Route Length (Miles)	Annual Bus Miles of Service (Thousands)	Total Boardings: through FY 2021 (Thousands)	Farebox Revenues: through FY 2021 (YOE Dollars)	Annual Average Boardings: through FY 2021 (Thousands)	Annual Average Farebox Revenues: through FY 2021 (YOE Dollars)	Other Project Information
T65	Ray Road	2018	11.0	18.8	12.3	21,958	3.1	5,490	
T66	Scottsdale/Rural	2006	28.3	980.6	18,025.5	20,024,523	1,162.9	1,251,533	
T67	Tatum / 44th Street	2030	18.6	682.2	0	0			
T68	Thomas Road	2014	21.5	130.4	2,112.6	893,793	264.1	111,724	
T69	University Drive (to Ellsworth Road)	2020	28.2	147.1	384.6	364,897	128.2	121,632	Service in FY2011 but no service again until FY2020
T70	Van Buren	2013	25.1	128.1	1,906.0	824,708	211.8	91,634	
T71	Waddell/Thunderbird	2015	22.5	123.3	641.9	295,652	91.7	42,236	
	TOTAL				99,710.40	83,800,281	7,490.4	5,983,902	

APPENDIX D - SOURCE LIST

From ADOT

A606 RTP Project Budget Jul 1 2021 for MAG (A. Syed).xlsx

E-mail: FY 2021 FLCP Expenses, 7/6/2021, 5:43 pm

V6 MAG RTP Cash Flow Draft Tentative FY 2022 - FY 2026 with Actuals through 03 31 2021 updated 05 27 2021_ext No links.xlsx

E-mail: MAG Cash Flow: March 2021 Update and FY 2022 Updated Draft Tentative, 6/8/2021, 7:58 pm

From MAG

Maricopa County Transportation Excise Tax – Forecasting Process and Results FY 2020-2026, September 2019.

Maricopa County Transportation Excise Tax – Forecasting Process and Results FY 2021-2026, September 2020.

FY 2021 ALCP – June 23, 2021

ALCP Status Report – January 2021 – June 2021

Revised FY 2022 Prop 400 Financial Tables_9-15-2021_AA PS.xlsx

4- FLCP Tables - AS revised 9.14.2021.docx

5- ALCP Tables Final.docx

2021 RTP Annual Report - Table A-1 Revised 9.14.2021.xlsx

TABLE B1_Final match 5-1 (2).xlsx

Email: FY 2021 Prop 400 Annual Report, 9/15/2021, 11:54am

From RPTA

Table 6-1_8-23-21 JH.xlsx

Table 6-2_8-23-21 JH.xlsx

Table 6-3_8-23-21 JH.xlsx

Table 6-4_8-23-21 JH.xlsx

6-TLCP_ss_PS_ss Edits 8-23-21 JH.docx

Email: Prop 400 Annual Report-Transit Section, 8/23/2021 4:34pm

APPENDIX D - SOURCE LIST

From RPTA

[Table C-1_8-23-21 JH.xlsx](#)

[Table C-2_8-23-21 JH.xlsx](#)

[Table C-3_8-23-21 JH.xlsx](#)

[Table C-4_8-23-21 JH.xlsx](#)

[Table C-5_8-23-21 JH.xlsx](#)

[Table C-5_8-23-21 JH.xlsx](#)

[Table C-6_8-23-21 JH.xlsx](#)

[Table C-7_8-23-21 JH.xlsx](#)

[Table C-8_8-23-21 JH.xlsx](#)

[Table C-9_8-23-21 JH.xlsx](#)

[TLCP Data for Annual Report for MAG.xlsx](#)

Email: Prop 400 Annual Report-Transit Section, 8/23/2021 4:34pm